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City cars to luxury cars... plus our Used Car of the Year



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BUYER'S  
GUIDE

### PLUS

#### Astra vs Focus vs Leon

TESTED Can new Brit hatch top the class?



#### OFFICIAL BMW M4 GTS

Fastest-ever BMW around the 'Ring



#### Winter tyre test

RATED Cold-weather rubber



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8 New Tesla Model X is the fastest, greenest SUV ever

## Online this week



## First UK drive verdict on all-new Audi A4

WE were hugely impressed with the all-new A4 saloon when we sampled it on the streets of Venice last month, but this week it's time for the definitive verdict on the UK's rough roads.

Although it doesn't look much different, the compact executive newcomer is bigger, lighter, more luxurious and more efficient than the outgoing versions. It has some tough competition in the shape of the Jaguar XE and new BMW 3 Series, but we'll be finding out if it can knock the big boys off their perch on our website.

For more visit  
[autoexpress.co.uk](http://autoexpress.co.uk)

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Official fuel consumption figures in mpg (l/100km) for Ford Mondeo range: urban 27.2-100.9 (10.4-2.8), extra urban 47.9-85.6 (5.9-3.3), combined 37.2-78.5 (7.6-3.6). Official CO<sub>2</sub> emissions 176-94g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

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**AUTO EXPRESS ROAD TESTS**

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# Tesla's right to be concerned about pollution inside cars



AS the VW scandal rumbles on and shows no sign of letting up (as our report on Page 12 shows), it's no surprise that much of the debate has spread to the wider pollution issue and whether this could be the death of diesel power.

The latest diesels that comply with Euro 6 tests – assuming you believe the results – are much cleaner than before across all pollutants, but we are seeing a slight shift in attitudes. Auto Express's sister website [Carbuyer.co.uk](http://Carbuyer.co.uk) has seen an increase of nearly a quarter in the number of people looking at reviews of electric and hybrid cars in the past few weeks – no doubt fuelled by the latest rumpus.

Meeting up with Tesla boss Elon Musk last week, he told us that he thought the development of internal combustion engines had hit a wall and there was little more to be done to improve efficiency – other than, perhaps, cheating in tests.

Clearly Musk has his own agenda and this week launched his latest all-electric car, the Model X SUV (above). Among the many innovations, one in particular caught my eye – what Tesla calls its Bioweapon Defence Mode. Aside from the tongue-in-cheek name, the Model X features two air filters that Musk claims will give the car "air cleanliness levels comparable to a hospital operating room".

While tailpipe emissions are grabbing all the headlines right now, the next big battleground will be internal air cleanliness. It stands to reason that, sat in traffic, the emissions from the car in front have to go somewhere. And shockingly, a great deal go straight into the car behind.

Is this something else legislators should be measuring as part of new tests? Absolutely. But

in the meantime, it's another reason to congratulate Tesla for innovation. Now, about those Model X doors...

**STEVE FOWLER**

Editor-in-chief

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Steve Walker

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**AE** TESLA'S Model X has arrived, catapulting the electric car pioneer into the hugely competitive global SUV market. The all-electric, all-wheel-drive 4x4 model joins the Model S saloon in the brand's product range.

It's designed first and foremost as a family utility vehicle with seven seats, class-leading interior space and practicality, married to strong safety credentials centred around active collision avoidance technology. Beyond that, it's got 'falcon wing' rear doors, a 'Bioweapon Defence' button and a range of up to 257 miles – plus, top-spec models will surge from 0-60mph in 3.2 seconds.

Speaking at the Model X launch event in California, Tesla boss Elon Musk explained that he'd set out to prove that any car could go electric. The Model X follows the lead of the Model S by offering blistering pace, with range-topping 762bhp Model X P90D versions delivering that 0-60mph time in 'Ludicrous Mode' – that makes it the world's fastest-accelerating SUV by some margin, despite the hefty 2,468kg kerbweight.

Even without Ludicrous Mode engaged, the Model X will complete the sprint in 3.8 seconds and hit the same 155mph top speed. With 967Nm of torque, it promises more shove than owners will ever need.

Once again, the underfloor positioning of the Model X's powertrain and batteries and the low centre of gravity they create are said to bring advantages, this time in terms of handling and responsiveness on the road. The maximum range is quoted

## OFFICIAL

**DRAMATIC**  
Rear doors open almost vertically, and need less space than an MPV's sliding doors



- All-electric SUV revealed with novel 'falcon wing' rear doors
- Range of 257 miles; 'Bioweapon Defence' air filtration system

at 257 miles, with Ludicrous Mode only officially cutting that to 250 miles, although repeated hard acceleration will inevitably put a dent in the batteries' reserves.

But the falcon wing rear doors are the party piece of Tesla's new SUV. They use a unique double-hinged design which means they open almost vertically, so can be activated with only a few inches of side clearance beyond the wing mirrors. When it comes to overhead clearance in multi-storey car parks, for instance, the car senses the maximum height and deploys the doors in a different way to avoid any bumps.

Inside, the architecture of the Model X allows maximum interior space, with this mid-sized SUV offering seven seats, lots of cabin storage and large boots front and rear. Each of the super-slim second row seats

**PRACTICAL**  
Model X is a seven-seater, and electric drivetrain means you get a boot under the bonnet with enough room for a pushchair



# Striking new Tesla Model



**RANGE**  
Powertrain is mounted under the floor, for low centre of gravity, and even in hot Ludicrous Mode, the car promises to go 250 miles on a single charge

## SMASH HIT

Tesla boss expects Model X to help double the brand's sales volume



# Model X SUV opens its doors

offers enough storage space underneath for hand baggage, just like an airline seat.

Tesla's trademark 17-inch touchscreen dominates the dash, but there are also voice control and functions mirrored on the instrument cluster to help keep the driver's eyes on the road. Plus, the Model X debuts the Bioweapon Defence Mode – another tongue-in-cheek Tesla party piece, and essentially a cabin air filtration system.

At the unveiling, Musk added that the SUV would double Tesla's global sales volume, and that's with the company planning to sell 55,000 vehicles in 2015. The 2017 launch of the Model 3 compact exec will bring a further boost. Pricing has yet to be revealed, but the Model X is predicted to weigh in at Model S levels, putting it in the £50,000 to £90,000 bracket, with first UK deliveries in 2016.

**"Even without Ludicrous Mode, Model X will cover 0-60mph in 3.8 seconds"**

## Musk reveals how he'd handle VW emissions crisis if he was in charge

AS well as unveiling the new Model X, Tesla boss Elon Musk has kept a close eye on the VW emissions crisis – and told Auto Express what he'd do if he was in charge of the troubled firm.

Musk feels VW should commit to a greener future to make up for its deception. He told us: "If I was taking over VW, I'd go the other way and aim to be a leader [in clean vehicles]. Maybe the path to redemption is towards clean vehicles."

He also said that car companies should go electric, or die. "All car companies will go electric eventually," said Musk. "Any car company that doesn't go electric will be out of business." Speaking specifically

about the VW scandal, Musk said: "With hydrocarbon combustion we've hit the limits of physics; improvements are very tiny. There must have been lots of VW engineers under pressure – they've run into a physical wall of what might be possible, so trickery was the only option."

According to Musk, emissions testing needs to be more realistic and more rigorous, and should include testing cars over a longer period. "Cars are best when they're new," he said, "There's massive degradation over time."

Musk also said Tesla is planning a UK research and development base. **PAGE 12: VW emissions crisis latest**





**Richard Ingram**  
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**AF** AFTER unveiling a concept version of the M4 GTS at the Pebble Beach Concours d'Elegance in California earlier this year, BMW has lifted the covers off the production-ready version – complete with an uprated 493bhp straight-six engine and lightweight carbon fibre body parts.

The special-edition M4 GTS is designed as the halo product for BMW's M-car line-up, and will be strictly limited to 700 units worldwide. Half will find homes in the US and Canada, with the rest distributed globally. Just 30 are destined for the UK, with each costing £121,770 – more than twice the price of a standard M4 Coupé.

According to M4 product manager Christoph Smieskol, the GTS continues the brand's history of "special GTS models", and "proves what M is capable of".

The lightweight road car debuts a variety of BMW firsts, including OLED light tech and an innovative water injection system. The latter cleverly cools the air feeding the turbo – resulting in a massive power increase without any noticeable disadvantages in terms of fuel economy. However, it's only really effective above 5,000rpm – so if you use your M4 just to travel to and from work and never on track, you could effectively avoid ever having to refill the five-litre water tank in the boot.

### Sensational

But the lights are largely aesthetic. While the tail-lamps emit a sharper glow, their tech opens up a world of new designs – making the car look sensational at night. Smieskol told us we could see this tech on more mainstream models, like the 3 Series, within two years. "The light is working, the technology is there," he said. "The challenge is putting it into a production process."

Tipping the scales at 1,510kg (30kg less than the existing M4), the GTS can cover 0-62mph in 3.8 seconds and hit 190mph flat out; the standard car claims 4.3 seconds and is electronically limited to 155mph. This helps the M4 GTS lay claim to being the fastest BMW ever to lap the Nürburgring Nordschleife, in seven minutes 28 seconds exactly – the same as a first-generation McLaren MP4-12C.

While the 68bhp power hike is largely down to the water injection, the addition of a titanium exhaust also contributes to overall performance. The seven-speed dual-clutch transmission is carried over, as is the standard car's launch control.

Elsewhere, the M4 GTS has a carbon fibre splitter, bonnet and roof, plus a carbon wing and rear diffuser. Like the regular Coupé, the bootlid is made of carbon fibre-reinforced

**"Water injection cools air feeding the turbo, resulting in massive power increase"**



**OFFICIAL**

# BMW M4 GTS is go with 493bhp

**Lightweight thriller is the ultimate 4 Series Coupé** **Just 30 coming to UK, priced at £121,770 each**

plastic, while unique lightweight alloys (19-inch front; 20-inch rear) shod in Michelin Pilot Sport Cup 2 tyres hide standard carbon ceramic brakes. The final piece in the puzzle is three-way coilover suspension, specifically tailored for the GTS, which is combined with BMW's familiar adaptive damping system.

The brand has thrown everything it has at the GTS to help it stand out. There are slim Acid Orange accents throughout, plus that deep front splitter and those sharp alloys.

Inside, all UK cars get sleek carbon fibre leather and Alcantara bucket seats, as well as GTS logos on the dash and dials. The model in our pictures featured the Clubsport Package (a no-cost option), which brings six-point harnesses and ditches the rear seats in favour of a roll cage and fire extinguisher.

Despite its appearance, the GTS has little in common with previous lightweight BMWs like the E46 M3 CSL, and is loaded with kit. Professional sat-nav, air-con, parking sensors and LED headlights all feature as standard.

### INTERIOR

Alcantara trim on steering wheel and bucket seats set new special apart inside, as does the GTS badging





### LIGHT SHOW

Carbon fibre bonnet helps to trim weight on M4 GTS; tail-lamps pioneer OLED tech. Ultra-light wheels are unique to new model, as is big rear wing



Seven-speed dual-clutch box taken from regular M4; bucket seats hold you tight

### ...And heat is on for X4, too

THE M4 GTS (above) isn't the only hot new BMW to have been unleashed, as the M performance division has also been let loose on the brand's X4 coupé-SUV.

The M40i model is powered by a 3.0-litre turbocharged straight-six petrol engine with 355bhp, and although it isn't a full blown M-car in the vein of the scorching X5 M and X6 M, it's still capable of blasting from 0-62mph in only 4.9 seconds.

Sportier springs and damper rates combine with a rear-biased four-wheel-drive system and an active sports exhaust to give the X4 M40i the driving dynamics and soundtrack to match the power.

The bad news? This new Porsche Macan Turbo-rivalling model hasn't been confirmed for the UK market yet.

**POWER**  
New X4 M40i delivers 355bhp from its 3.0-litre straight-six petrol turbo



# Dieselgate sees 1.1m cars

■ Number of affected cars revealed ■ Euro 5 sales suspended



**Joe Finnerty**  
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@AE\_Consumer

**AE** THE Volkswagen Group has suspended the sale of 4,000 new cars in Britain, just days after announcing plans to recall the 11 million vehicles affected by the diesel emissions test cheating scandal.

In the UK, more than 1.1 million vehicles will be affected by the recall on the EA 189 engines across the VW Group's brands (see our main image), and it has suspended the sale of Euro 5 models across all affected makes. VW said there are around 4,000 vehicles affected, either in central or dealer stock, that will not be offered for sale until necessary modifications are carried out.

The 4,000 vehicles represent around three per cent of the brands' total stock in the UK. Although all new cars sold from September onwards have to be compliant with the new Euro 6 regulations, there is limited dispensation on existing stock of Euro 5 cars, allowing dealers to sell these older models. They're still free to sell affected used car stock, though.

The recalls and sales suspension are the latest developments in the ongoing VW saga, which started when US officials claimed cars were emitting up to 40 times more nitrogen oxides when unplugged from testing rigs. VW confirmed it had fitted cars

**"There are around 4,000 Euro 5 cars that won't be sold until necessary modifications are done"**

with 'defeat devices' to trick the tests and they were present on European models, too. But two weeks after news broke, there's still no confirmation over what will happen to existing customers.

Auto Express quizzed VW on how customers would be affected and whether the fix would be software or hardware-based. But a spokesman for the company was unable to provide answers.

He told us: "We think it's going to be weeks rather than months before people find out what the technical fix is."

There was better news for owners of cars with the EA 189 engine, though, as the Government announced they wouldn't face higher vehicle excise duty payments if their existing vehicles were fitted with software to manipulate emissions tests.

The UK will retest all Euro 5 diesel cars that the VW Group has confirmed contain the software in both a laboratory and real-world setting.

Transport Secretary Patrick McLoughlin confirmed: "The Government expects VW to support owners of these vehicles already purchased in the UK, and we are playing our part by ensuring no one will end up with higher tax costs as a result of this scandal."

The saga – which has seen widespread restructuring within the VW Group management set-up – has put the spotlight on the rest of the industry and whether other manufacturers have been involved in similar deception.

Auto Express contacted every mainstream manufacturer currently selling cars in the UK, and all confirmed they were not using similar defeat devices on their cars for diesel emissions tests.



**Volkswagen**  
**508,276**

IN addition to the half a million passenger vehicles affected, including the Mk6 Golf and Mk7 Passat, 79,838 VW commercial vehicles will also be recalled.



**Audi**  
**393,450**

CARS across the entire Audi range are affected from the A1 to the A6, plus the TT, Q3 and Q5. Log on to [www.audi.de](http://www.audi.de) and enter your chassis number to see if yours is one of them.

**Scandal is making its mark on us**

THE value of Volkswagens on the used market has fallen by two per cent in the last month in response to the diesel emissions scandal, according to latest figures from used car expert Glass's.

VW diesels have fallen more – down three per cent – since the start of

September, while prices for Golf models fitted with the Euro 5 EA 189 engine dropped by 0.5 per cent.

Rupert Pontin, head of valuations at Glass's, said: "This is still a fluid situation and, we believe, will be very much affected on an ongoing basis

## Makers 'can't meet' new Euro 6 standards

THE car industry has admitted that makers can't meet 2020 diesel pollution targets and want to almost double Euro 6 limits under new tests, Auto Express understands.

It's been revealed by an EU insider that the European Automobile Manufacturers Association (ACEA) is asking for a "conformity factor" of 1.7, whereby cars would be given Euro 6 status for emitting 0.136g/km of nitrogen oxides (NOx) from 2020.

Policymakers are planning a zero-tolerance approach on the 0.080g/km Euro 6 limit from 2020, but have agreed a two-phase implementation with softer regulations in place for 2017 to 2020.

However, the insider said the ACEA wants to push this further and is asking for compliance for cars emitting 2.75 times the Euro 6 limits during the first three-year

period. That's equal to 0.220g/km – a figure that wouldn't even meet Euro 5 legislation.

Our source also revealed the ACEA feels the battles currently facing VW are a US conspiracy against European diesels. Its demands came at a behind-closed-doors meeting on 1 October ahead of the Real-World Driving Emissions (RDE) tests, which will be officially introduced on 1 January 2016 – although only for monitoring purposes in year one. From 2017, RDE

**"Industry is pushing for diesel cars emitting 2.75 times the Euro 6 limits to get Euro 6 status"**

will be used for Euro 6 compliance tests on new type approval vehicles and in 2018, all new cars sold in the EU must pass RDE tests.

Julia Poliscanova, clean vehicles officer for Transport & Environment – a campaign group involved in the technical Euro 6 discussions – said progress on deciding the finer workings had been slow.

She told us: "It's simply unacceptable that instead of concentrating on fitting the right technology and meeting the standard on the road, the industry is still busy weakening the law so it can concentrate on manipulating the tests instead."

An ACEA spokeswoman defended its position, adding: "In order to say what would be the right conformity factor, you need the full RDE package. The industry is not in a position to confirm what it should be."

**EXCLUSIVE**

**HAGGLING**  
European car makers are arguing for more leeway in meeting tough new Euro 6 emissions standards

2001 Euro

# recalled in Britain



**SEAT**  
**76,773**

SEAT has the least number of recalls in the group as it has the smallest line-up and smallest sales volume in the UK. And with 128 dealers, it also has the fewest franchises to carry out work.



**Skoda**  
**131,569**

THERE are no specifics on what models were fitted with 'defeat devices', but the 1.6-litre and 2.0-litre EA 189 engines were used in the Octavia, Superb and Yeti.



## OPINION

Graham Hope  
Graham\_Hope@dennis.co.uk

### Owners let down by a lack of clarity

MORE than two weeks since the story of VW's emissions test cheating broke, the company's customers remain in the dark over a number of key issues.

Was the defeat device used in EU emissions tests? What is the fix cars require? Will it affect real-world fuel economy and emissions?

Will VW offer compensation for the inconvenience of remedial work, and any subsequent difference in performance? If so, how much? And will there be compensation for those owners who are seeing the value of their cars reduced at a faster rate than might have been expected?

We put all those questions to VW last week. At the time of going to press, we'd received no answers.

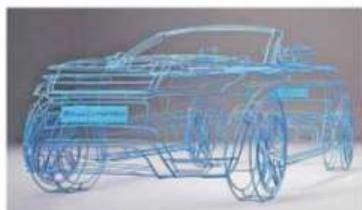
Yes, there are legal and technical issues which VW has to consider before making any public statements.

However, it's hugely disappointing that the company is still unable – or unwilling – to at least start to explain the extent of its deceit, and what it will do to provide recompense to those affected.

VW customers will surely think they deserve better than that. Auto Express is inclined to agree with them.



## news in brief



### Evoque convertible goes down to wire

LAND Rover is beginning to tease its upcoming Evoque convertible with a series of full-scale art installations.

The wireframe sculptures (above) show the size and outline of the soft-top SUV, and could be seen around London's exclusive Knightsbridge last week. The aluminium frames will make their way around the world before the car's official unveiling, which could take place at next month's LA Motor Show.

### Jobs under threat as Aston 'restructures'

ASTON Martin is undergoing a restructuring process that will see job cuts across the 2,100-strong workforce.

While it's not yet clear how many jobs will be lost, an Aston spokesman told us: "The company is expanding, but some functions are being realigned."

The restructuring comes ahead of the production next year of the all-new DB11 supercar, and after that the DBX crossover, for which Aston has plans to develop a new manufacturing facility.

### Kia's petrol-electric crossover is coming

KIA has begun testing its all-new hybrid crossover, ahead of launch in mid-2016. The car – spied for the first time below – is part of the brand's plan to steal sales from Toyota's big-selling Prius, while helping satisfy increasing demand for petrol-electric vehicles on the road.

We've previously seen full-scale models in Kia's design studio in Seoul, and can confirm it sits roughly between the Soul and Sportage in size. The hybrid powertrain will aim to offer over 70mpg.



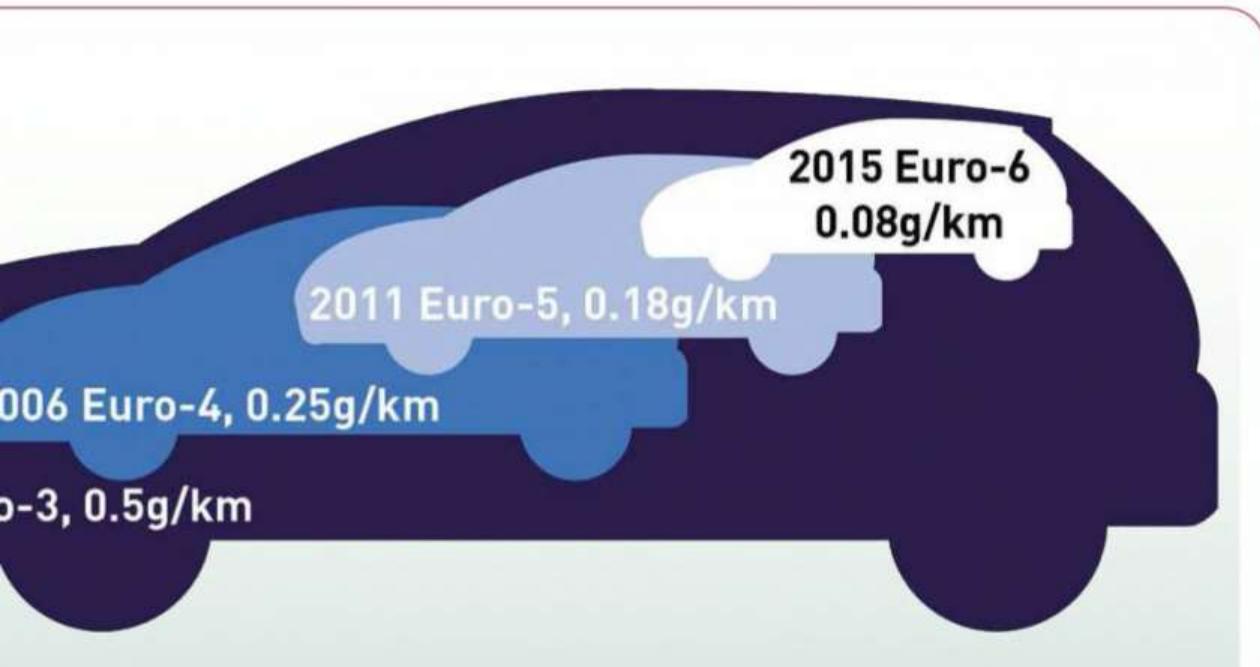
## Used market, too

by how Volkswagen deals with the problems that it faces.

"Dealers and customers are not in a position to make a clear judgement about how they feel about VW as a company and whether they will be prepared to continue to buy its cars."



VW Golf values are heading downwards



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# In-car smoking ban comes in, but £50 fine waived for three months

■ Smoking now banned in cars with minors on board ■ But police to use discretion initially



**Martin Saarinen**  
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AE\_Consumer

**AE** POLICE chiefs and Government officials have admitted that they won't issue fines to drivers or passengers caught under the new in-car smoking laws for at least three months.

Legislation came into force in England and Wales on 1 October, banning anyone from smoking in a car with a person under the age of 18 on board. The penalty for those flouting the ban is a £50 fixed fine. It's yet another law for traffic cops to enforce on the road, but the National Police Chiefs' Council (NPCC) said officers have been advised against issuing fines from the outset.

A spokeswoman said: "As the existing smoke-free law extends to vehicles, police will be taking an educational, advisory and non-confrontational approach when enforcing it. This would see people given warnings rather than being issued with fines."

Police will pursue this approach for at least three months on the advice of the Department for Health, which believes the public will react to the new law with similar success to the 2007 ban on smoking in pubs. A Government spokeswoman told Auto Express: "What we have learned is that people comply with the law, and it does not always need enforcing. It is about social change – making smoking socially unacceptable – and we believe there will be a high compliance rate without the need for penalty fines."

"The police can, of course, issue these fines if they want to, but ultimately it's about people changing their behaviour for the better."

Alongside the health and legal incentives not to smoke in cars, Tim Naylor – a spokesman for British Car Auctions – said there is a third benefit to owners. "Presentation is absolutely key when determining used car values," he explained. "And smoking behind the wheel can seriously damage the resale value of your car."

## The law explained

- **New law bans smoking in cars with passengers under the age of 18 in England and Wales.**
- **Anyone caught breaking the law is subject to a £50 fine.**
- **It is an offence for a driver, including a provisional driver, not to stop one of their passengers smoking if a minor is present in their vehicle.**
- **The law only applies to private vehicles enclosed wholly or partly by a roof; convertibles with the roof down do not count.**
- **Use of E-cigarettes is not banned under the new law, but Wales has banned their use in public buildings.**



### DRIVING FORCE

Anyone breaking the new smoking law is subject to a £50 fine from police, but officers will issue warnings rather than penalties during the first three months of enforcement

## All Black Cayman is out with bang

■ OFFICIAL



Black Edition gets a deep black paintjob and interior

PORSCHE has introduced a Black Edition of the Cayman. On sale now, the newcomer is marked out by all-black detailing and a host of extra kit, with prices starting from £45,989 for the entry-level 271bhp 2.7-litre model – £5,000 more than the standard version.

The German brand traditionally launches a Black Edition as a final hurrah ahead of the imminent arrival of an updated model. It did the same with the 911 earlier this year before the new all-turbocharged line-up appeared – although we don't expect a new Cayman with turbo power in showrooms until the middle of 2016.

As the name suggests, the Black Edition car comes finished in deep black exterior paint, combined with a black part-leather interior.

Elsewhere inside, the run-out special adds a whole host of extra standard kit. This includes Porsche's PCM infotainment and sat-nav systems, auto wipers, xenon headlamps, front and rear parking sensors, cruise control, a 'Sport Design' steering wheel and 20-inch alloy wheels. It's available to order now, with first deliveries scheduled for the end of the year.

## 4WD for hot Octavias



Grippy 4WD offered on auto vRS diesel hatch and estate

SKODA is now offering its hot Octavia vRS diesel with the option of four-wheel drive on DSG auto models. Starting from £27,315 for the hatch and £28,515 for the estate, the 4x4 2.0 TDI DSG can sprint from 0-62mph in 7.6 seconds and hit a top speed of 143mph.

Economy drops from 64.2mpg to 57.7mpg in the hatch and from 60.1mpg to 56.5mpg in the estate. Prices have risen by £400 across the vRS range, but sat-nav is now standard; it used to be a £755 option. It means the entry-level 217bhp 2.0 turbo petrol hatch starts at £24,230.

# Fiat 124 Spider is on the road

**■ MX-5-based roadster spied undisguised; on sale next year**



**James Batchelor**  
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@JRRBatchelor

**AE** FIAT'S new 124 Spider is easily one of 2016's most eagerly anticipated cars, and our latest spy shots turn the level of excitement up a notch as they give us our first glimpse of the shapely design.

The Mazda MX-5-based roadster was confirmed by Fiat CEO Sergio Marchionne earlier this year, and he exclusively revealed the 124 name to Auto Express soon after.

This is the first time we've seen the 124 Spider without any disguise, though, and the spy shots confirm the exclusive images we revealed in Issue 1,357.

While the pictures are blurry, the design direction is clear to see, with the most noticeable feature being the front end. The bonnet is significantly longer than on the fourth-generation MX-5 it's based on, harking back to the original 124 Spider of the sixties.

Along the side, the MX-5 origins are harder to hide: the doors are the same, as is the interior, with this car only featuring minor trim differences.

But the rear end is completely different to the Mazda's, with hints of a mini Dodge Viper in the design. Classy ring-shaped light clusters similar to those fitted on the recently facelifted Fiat 500 feature, while a lip spoiler and twin exhausts demonstrate the Spider's sporting intent.

The overall look has been designed to be retro and upmarket – a deliberate effort to differentiate the Fiat roadster from the more extreme Abarth version that's due to appear in showrooms shortly after the Fiat's launch in summer 2016. A source

## ■ SPIED

Spy shots show 124 Spider is shaping up like our images in Issue 1,357, with longer bonnet than MX-5 it's based on



told Auto Express that the 124 Spider should weigh around 1,000kg, and the 1.4-litre turbo engine is likely to be donated from the Alfa Romeo Giulietta. The Abarth version could even use a tuned version of the Alfa 4C's 1.75-litre turbo.

Fiat hopes the new sports car will reinvigorate its brand and put the spotlight on models other than the massively popular 500 range.



Rear end takes cues from Dodge Viper, but cabin is clearly very similar to the Mazda's

## M-way fuel price signs on way

RIP-off fuel prices on motorways could soon come to an end under a new Department for Transport (DfT) trial to display up-to-date pump prices on roadside signs.

The trial will start at the end of the year, with digital signs displaying fuel prices from five different stations between Exeter and Bristol on the M5. A further three signs are planned to follow in 2016.

The DfT trial comes after research found motorway service stations charge up to 15p per litre more than forecourts elsewhere.

Service station prices differ wildly along the same stretch of motorway, too. Auto Express compared prices on the M4, and found a service station near Chieveley, Berks, charging 120.9p per litre for unleaded, while another station 70 miles further along the M4 was selling it for just 111.9ppl. On an average fill-up,



### SIGN UP TO SAVE

DfT trial will see up-to-date service station fuel prices posted on motorway signs to help motorists save cash



## Fiat pick-up comes in from the shade

PRACTICALITY is also on the agenda at Fiat, as it develops its first pick-up, the Toro, seen here in this hazy teaser. It will arrive next year, first going on sale in South America, although it is unlikely to be made available in the UK.

Slim LED headlamps and a wide grille mark the front of the model out. Fiat says the Toro will retain the "strength of a truck" while having the "comfort and driveability of an SUV".

that would see motorists saving at least £5 between the two stations.

A spokesman for the AA said: "What the trial will highlight is the growing need for fuel price transparency in the UK. Motorway service stations

have a bad reputation for fuel prices, and those actually looking to save motorists money should be highlighted."

If the trial is a success, the Government will consider posting more signs along the entire 2,300-mile motorway network.

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Model shown: Infiniti Q50 Sport 2.2d 6MT with optional metallic paint at OTR price £34,380 (or £312.88 + VAT per month, advance payment £1,250 + VAT). \*For Business users only, on available stock of vehicles. From £271.77 + VAT per month. Advance payment of £1,250 + VAT required. You will not own the vehicle at the end of the contract. All payments subject to VAT. Example based on 36-month contract, 6,000 miles per annum for the model selected. Rentals shown are for a non-maintenance Contract Hire. Excess mileage and unfair wear and tear charges may apply. Orders/credit approvals on selected models between October 1st and December 31st, registered by March 31st 2016. Subject to availability, offers cannot be used in conjunction with any other offer. Credit provided subject to status and in UK only (excluding the Channel Islands and Isle of Man). Individuals must be 18 or over and indemnities may be required. Contract hire finance to be provided by Infiniti Financial Services Limited, PO Box 149, Watford WD17 1FJ. Offer may be withdrawn at any time. Specification and prices correct at time of publication and do not take account of any variation of government taxes or charges arising after date of publication (October 2015) and are subject to change without notice. Terms and Conditions apply.

Official fuel economy figures for the Infiniti Q50 range in mpg (l/100 km): urban 29.4 to 51.4 (5.5 to 9.6), extra urban 53.3 to 76.3 (3.7 to 5.3), combined 41.5 to 65.7 (4.3 to 6.8). CO<sub>2</sub> emission: 114 to 159 g/km. Official EU Test Figures. For comparison purposes only. Real world figures may differ.

# Tiny Ignis SUV heads Suzuki's Tokyo concepts

**Panda 4x4 rival on the way**  
**On sale in Britain by 2017**



Jonathan Burn  
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**AE** SUZUKI will reveal a handful of new concept cars at the Tokyo Motor Show later this month, ranging from the wacky to the downright odd. But the Japanese manufacturer will look to balance its creativity with some real-world significance in the shape of the new Ignis.

The model is Suzuki's first foray into the city car crossover market, and Auto Express has learned that the car will arrive on these shores by 2017, although the Ignis badge has yet to be confirmed for the UK.

Alongside the Ignis at Tokyo will be a trio of concepts (see panel) which have all been designed to showcase technologies and product proposals that will shape Suzuki's future, with the brand celebrating its centenary in 2020.

The Ignis will sit beside the new Celerio city car at the entry point of Suzuki's range. Its only real rival will be the Fiat Panda 4x4, and it'll be available with the option of two or four-wheel drive.

The crossover will be a new addition to Suzuki's growing range, and not a replacement for its ageing Jimny off-roader – as widely speculated – despite it being just 2mm longer. The current Jimny – which has been on sale since 1998, and still sells around 1,000 a year in Britain – will soldier on until at least 2018, before being replaced by a new car showcasing a different look, but relying on a no-nonsense cocktail of a ladder chassis and permanent four-wheel drive.

The Ignis is designed to bear little resemblance to other cars in Suzuki's range, and instead looks back towards the firm's

**OFFICIAL**

## IGNIS RETURNS

Junior crossover sees return of badge last used on supermini axed in 2008



**"The crossover will be a new addition to the range and not a replacement for Jimny, which will soldier on until 2018"**



Seventies Whizzkid provides design cues

heritage. There are clear styling cues from the Suzuki SC 100 'Whizzkid' Coupé of the seventies, but in a beefed-up crossover package.

Under the bonnet will be Suzuki's 1.2-litre Dualjet petrol engine as recently revealed in the Swift, and a brand new 1.0-litre turbocharged 'Boosterjet' petrol. Suzuki hasn't ruled out offering mild and full hybrid power, either.



## Fuel-cell Honda gets in shape for showroom

AS Suzuki's plans for the Tokyo Motor Show become clear, Honda has announced that it will reveal a production version of its hydrogen-powered FCV (Fuel Cell Vehicle) at the event later this month.

The newcomer arrives hot on the heels of the Toyota Mirai fuel-cell – although Honda is yet to officially give its car a name – and is expected to hit UK dealers in early 2017.

As these official pictures reveal, it's an evolution of the dramatic-looking FCEV concept seen at last year's LA Motor Show, and demonstrates more distinctive exterior styling than Honda's pioneering hydrogen model, the FCX Clarity. It's also the first production fuel-cell vehicle in which the entire powertrain is housed in the engine bay. This type of packaging, Honda claims, makes the FCV more spacious inside. The

set-up promises up to 435 miles on a single tank, beating the Mirai's 300-mile range.

It's thanks to a new 70MPa high-pressure hydrogen tank, which can be fully recharged in around three minutes. As with the Mirai, power output is measured at 134bhp, benchmarked against a traditional family saloon.

The advanced fuel-cell stack used in the FCV is also a third smaller than the system in the FCX Clarity, but the increased density helps to improve overall performance by approximately 60 per cent.

In addition, the FCV can double up as a mobile generator, allowing energy produced by the car to power electrical devices. It can produce up to 9kW at a time – that's enough to power most major functions in an average home.

**OFFICIAL**



## DESIGN

Production version of FCV hasn't been given a name yet, and is toned down from concept; cabin is roomier, with fuel-cell under bonnet

# Suzuki's show stars



Chunky styling marks Ignis out from other models in the maker's range



**STYLISH**  
Shady teaser shot gives a glimpse of new model's curvy design, and it could revive rotary engine



## Curvy Mazda to revive rotary legend

MAZDA will use its stand at the Tokyo Motor Show to display an all-new sports car concept, and it could signal the return of the brand's famous rotary engine.

Details of the new concept are scarce, but Mazda has stated: "Designers strove to condense the company's sports car history to as great a degree as possible

into this concept." All we have to go on so far is this darkened teaser shot, showing a cab-rearward two-door coupé. The long bonnet and sloping roofline give it a Jaguar F-Type-style profile. Mazda claims it "clearly embodies the car maker's lineage".

Rumours surrounding the return of the rotary engine are rife, with senior

Mazda officials telling us there's "still enthusiasm for rotary tech at Mazda".

Another hint towards the return of the rotary engine is that the 1967 Cosmo Sport 110S will be lined up alongside the concept on Mazda's Tokyo stand – this was the company's first rotary-powered mass-production car.

## Also starring in Tokyo...

### Ignis-Trail

Building on the crossover roots of the Ignis, the Ignis-Trail goes one step further with more rugged looks, larger wheels and added body cladding.



### Mighty Deck

A fun-orientated minicar with a canvas roof and open load deck, this is designed to be used in both urban and rural situations.



### Air Triser

This compact minivan concept features lounge-style seats which can form a U-shaped sofa or spin around to face each other.



**Rebecca Chaplin**  
Rebecca\_Chaplin@dennis.co.uk

**Video watch**

WE drive the new MINI Clubman at [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos) this week, plus bring Mazda's new MX-5 face-to-face with the Mk1.

## Full video review of new MINI Clubman



AT over four metres long and nearly two metres wide, the new Clubman is the biggest car in the MINI range.

It's all part of the brand's plan to break into a more premium market, where buyers want more practicality without sacrificing style. Will it work?

We've driven the new model to find out, so watch our video review.

## All-new MX-5 meets original in drag race



LAST week, we kicked off our drag race series, where we pit new cars against their ancestors. This time, it's the turn of Mazda's new MX-5, which takes on an original 1989 model.

This might look a simple task for the latest car, but the Mk4's got a smaller engine and similar power. And the Mk1 should do 0-62mph two-tenths-of-a-second faster...

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We get behind the stories that affect you

**Nigel's Octavia kept cutting out, but dealer couldn't replicate fault**



# Skoda cut-out mystery leaves owner fuming

**CASE STUDY** Dealer is unable to explain why Octavia keeps losing power, and Nigel is at wits' end

**AE** Joe Finnerty

A PROBLEM occurs on the road, but when you take the car to your dealer, the computer system hasn't logged anything. It's a common issue and our advice is to film or record the fault to give engineers the best help to discover it. After all, it's not always a manufacturer's or dealer's fault – they're just as keen to find and fix the problem.

Nigel Back, from Faversham, Kent, was one reader stuck in this predicament after purchasing his Octavia vRS in January 2014 from Rainworth Skoda in Mansfield, Notts.

While on the motorway, the Octavia lost power and the engine cut out. It was recovered to Motorline Skoda, Canterbury, where engineers couldn't replicate the fault. However, the garage did find that Nigel's Octavia had an outstanding recall and an update would solve the issue. Happy, Nigel took the car back, but the problem returned when cruise control was turned on.

Nigel was told to avoid using certain systems independently to narrow down where the fault was, but when, at the end of August, his car cut out nine times during a trip to Wales, Nigel had had enough.

"I'm fed-up with what seems like a total disregard for my safety and others as well," he fumed. "If I had an accident due to this fault, would my insurer cover me? Would

**LOST FAITH**  
Final straw for owner Nigel came when Skoda said car would be tested "extensively", but came back with only four extra miles on its odometer



**"When, at the end of August, his car cut out nine times during one trip, Nigel had had enough"**

Skoda accept liability?" This time, Nigel took the car to Caffyns Skoda in Ashford for a different view. Another update was carried out, but failed, so it was returned in April this year for "extensive testing". But when the car was handed back to Nigel, the odometer showed it had covered just four miles. He

told Auto Express: "My faith in Skoda has hit an all-time low. I now no longer wish to be a customer or owner."

We contacted Skoda, which agreed to a final inspection by its experts in Milton Keynes, Bucks. Two months later, Nigel got his car back. Skoda said it was fixed, but gave him a plan of action should it happen again.

A spokeswoman said: "I'm pleased to confirm Mr Back's vehicle has been returned to him following 2,000 miles of fault-free testing. Should the fault reoccur Mr Back has been given advice on what to monitor and record to help his retailer find and rectify the issue, but we hope he won't need to do this."



**Joe Finnerty**

**Are premium brands losing their exclusivity? And if so, who will take their place?**

**AE** WHAT defines a premium brand? While it's true quality and performance play a part, exclusivity is arguably the biggest factor.

So when does a premium car maker lose that badge of honour? Can BMW, Audi and Mercedes really be classed as true premium brands when their car line-ups – and sales figures – continue to grow?

Used car expert Glass's says Audi and BMW's move to models such as the A1 and the 2 Series Active Tourer indicates that their aspirations lie in the mass market, rather than a desire to pursue exclusivity. That leaves an interesting void for drivers who have money to spend and want a premium car, but still crave rarity on the road.

So who will fill this void? Glass's points to Jaguar Land Rover and Lexus as possibilities, but given that JLR is moving to a family of SUVs likely to sell well, that may be shortlived. And Lexus – despite repeated success in our Driver Power survey – has rarely been considered as desirable as the German marques.

What about Porsche? Once a prestige brand, it's now within reach of more buyers through attractive PCP deals for its Macan and Cayenne.

But there are also new names in the frame. Citroen and Ford have spotted the opportunity and are trying to fill the gap in the market with their newly formed DS and Vignale sub-brands respectively.

Perhaps we have it wrong, though. Maybe exclusivity isn't the big thing to define premium status; instead it's simply the badge on the nose. If that is indeed the case, it's unlikely BMW, Audi and Mercedes are having too many sleepless nights just yet.

**Joe\_Finnerty@dennis.co.uk**  
**@AE\_Consumer**

**"Can BMW and Audi be classed as premium brands when their line-ups continue to grow?"**



# More sat-navs leading Mazda owners astray

■ Frustrated reader feels our pain as 2 navigation woes continue

**AE** **Martin Saarinen**

PROBLEMS we have with our test cars are often experienced by readers, too, so after our Mazda 2's sat-nav encountered issues in Brussels (Issue 1,386), we weren't surprised to hear of similar faults.

Mags Pilkington of Walsden, West Yorkshire, contacted us about her 2's sat-nav misbehaving, and not just abroad – she recounted how hers had been playing up in the UK for months.

She bought the car in April and has experienced multiple misguidances and recalculations since then. "Once, the infotainment screen went blank and said 'no navigation system is installed'. This was the last straw," she said.

Mags contacted her dealer – RRG Mazda Manchester – for answers, and was told that the problem was with the software.

However, after failing to receive any information about rectifying the issue, she got in touch with Auto Express for help. We then called Mazda to ask whether other owners faced the same problem.

A spokesman told us: "There has been a bug identified with Mrs Pilkington's software and the factory is supplying an update, which is currently being tested to ensure it does not affect other features."

"The software update is available to any customers who have had a similar issue."



## TRADING STANDARDS

**Gerry Taylor**

Trading Standards Institute  
Lead Officer for the Motor Trade  
[www.tradingstandards.gov.uk](http://www.tradingstandards.gov.uk)

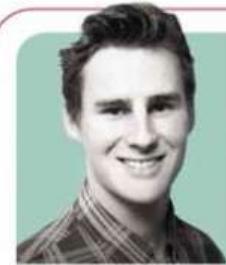
■ "THE garage has repaired my car several times and the same fault has happened again." What do you do next?

If you intend to pursue a claim against the garage doing the repairs, you'll need evidence. It's no good taking your car to another garage, because a court generally won't consider this to be independent. The second garage has a financial interest in carrying out remedial work.

An independent expert is a highly qualified consulting motor engineer who will diagnose and forensically examine car faults. A court may order independent expert evidence to assist in apportioning guilt and blame. Courts prefer single joint experts (SJE) – a totally impartial independent expert agreed by both parties. Both sides share the cost initially and the losing party usually reimburses the winner.

Many cases are settled before going to court once an expert has been involved, especially a single joint one, as after this it often becomes clear where the fault lies.

There's one disadvantage. If an independent expert is chosen and paid for by one party and the report disputed by the other side, then a court may order a single joint expert to give evidence, meaning one of the parties will have to pay twice for the same service.



## Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC Raise uninsured fines

**FROM: Misotonic** I WOULD love to see the Government stepping up penalties for those breaking the law. I think a £5,000 fine and compulsory confiscation of the vehicle would be appropriate for anyone driving uninsured. This would deter others from doing it, too.

**FROM: Inchy** WHEN the fine for driving uninsured is just £300, it's no surprise so many young drivers do it. Their insurance premiums are multiple times that, even for the cheapest cars. Either decrease the insurance premiums or increase the fine; I see no other way around it.



**FINE HIKE**  
Number of accident claims in UK involving uninsured drivers has risen by 10 per cent, and our readers want action

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "I'm irritated by the fact that my insurance premium is higher because of these people driving uninsured." **Janjua**

■ "Who wouldn't be tempted to gamble when faced with a choice of a £1,000 insurance bill or a £300 fine?" **ID253**

■ "How can ANPR work with so many illegal number plates? Where I live, at least one in 20 has a tampered plate." **Conejito loco**

## Left in the dark by DS 4's rear windows

**FROM: Arseven Gumush** TO me, the new DS 4 is a fantastic-looking car (Issue 1,386), but I can't help think that DS engineers got it wrong when they came to the rear windows. Why have they not included rear windows that go down on a car that is otherwise brilliant?

## Surprising omission on F-Pace's kit list

**FROM: Tom Davies** I'VE waited for Jaguar to launch the F-Pace since it was first announced. Having just been through the firm's website, I've noticed that adaptive cruise control is an option on specific models only. Even my wife's Golf Mk7 comes with this, so I'm surprised it's not standard on every F-Pace.

## We need more electric car charging points

**FROM: G Sails** I AGREE with Mike Rutherford's comments about the lack of charging stations turning people off buying electric cars (Issue 1,385). We should introduce a new law that requires all new hotels, car parks and public buildings to install charging points.

## Eco groups are also a threat to environment

**FROM: Terry Hudson** THE VW emissions testing story will be exploited by those who demonise driving. But these same groups promote the likes of speed bumps and 20mph limits. And these all come at the expense of a cleaner environment and negate manufacturer efforts to cut emissions.

## Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

### Legal

AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which? 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

### Used car inspections

AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

### Car registration/history

HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
DVLA: 0300 790 6801

### Problems with dealers

Motor Codes: 0800 692 0825  
Consumer Ombudsman: [www.consumer-ombudsman.org](http://www.consumer-ombudsman.org)  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510

### Problems with makers

Motor Codes: 0800 692 0825  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000



Tackling the motoring issues that matter



# LIGHTS, CAMERA, ACT!

Showroom staff are increasingly using videos to sell cars to customers online, so we joined execs at an Audi dealer in Berkshire to see how it's changing how they work – before starring in our own video to see if we could sell a TTS

**Martin Saarinen**

Martin\_Saarinen@dennis.co.uk  
AE\_Consumer

**AF** THE days of visiting multiple dealerships in search of a new car are becoming a thing of the past. The modern car buyer does their research, enquiring and negotiating via online reviews, E-mails and telephone calls. It seems that we increasingly know exactly what we want before even setting foot on the forecourt.

And that's backed up by the stats, which reveal buyers now make an average of 1.2 visits to a showroom before signing on the dotted line for their next car; a decade ago it was 4.4 visits. These are worrying figures for any sales exec, but for buyers, too. Recent research shows that a third of consumers would not recommend their dealer to friends or family. The reason? A lack of trust. So, how does a modern-day sales exec get trusting buyers back to the showrooms?

A tech company, CitNOW, thinks it has the answer. By allowing dealers to make personalised videos showing the cars, answering enquiries and sending updates, CitNOW

believes it has the technology to get customers back into showrooms. It challenged Auto Express to spend the day with Audi's finest salesmen to see if we could pick up the video tech as fast as the pros, and make a sales tape of our own. Dressed for success, we joined the team at Audi Slough to see if we could cut it as a 21st-century sales executive.

The day started with CitNOW's automotive coach, Henry Foley – a former salesman with 40 years' experience in the industry – sitting us down and going over the tech. "We provide dealers with a tripod, a camera to shoot HD videos with and our tailor-made software packages to distribute and store the content," Foley explained. The idea is that you create a short video as a response to any form of query, introduce yourself and the car in question.

"If a new customer calls in and asks about an Audi A6 for sale, you can go over and film a short video of the car while answering all of their questions," he continued. The app isn't limited to sales only, as workshops keep customers informed via clips showing what has been done, while private sellers can use the CitNOW Trade to

record their car for sale. "It's all about creating more information at a more personal level," added Foley.

It seemed pretty basic to us, but Gordon Grant, CitNOW's sales director, said the stats spoke for themselves: "Over 2,000 dealers are using our system, and we work with 24 manufacturers. We found customers are willing to travel 55 per cent further, on average, to view a car based on receiving a video. A BMW dealer using video as a part of customer renewal process saw the renewal rate on finance

**"If a new customer calls in and asks about an Audi A6, you can film a short video while answering all of their questions"**

**HENRY FOLEY** CitNOW automotive coach



**SHOOTING STAR**  
Our man Martin tries his luck making a sales video, as he responds to a customer's Audi TTS query



"CitNOW believes it has the technology to get customers back into showrooms"



"The CitNOW idea is that you create a short video as a response to any form of query, introduce yourself and the car in question"

# ON...



#### APP HAPPY

Henry Foley and retention manager Karim Mussihly analyse their lastest work. Karim (right) was the first to trial the app while responding to a Q5 query

contracts rise from 25 to 45 per cent." The word 'transformative' gets muttered around the meeting room, as Foley adds in the most important figure: "After another German manufacturer adopted the use of videos, their customer satisfaction rose by 2.68 per cent."

Sold on the app, we then learned how to use it. The slouched sales team suddenly straightened when the camera started rolling. Ties were adjusted, haircuts checked and lines rehearsed. "You get one chance to make a good first impression, so the main thing to remember is that people buy from people," Foley explained.

Karim Mussihly, a retention manager, was the first to trial the app, as he introduced an Audi Q5 to a potential customer. He walked around the car holding the camera as he spoke through the spec sheet, before zooming in on the intricate details the client asked about. "It takes some getting used to; the main thing is just to relax and act as if



# GO 3NJOY THE NEW MG6

The new MG6 really is an MG to shout about. It is our best MG6 yet, at just a fraction of the price. Starting from just £13,995, the all-new MG6 comes equipped with incredible value, LED daytime running lights, 16" Alloys, easy air conditioning and one of the largest interiors in its class as standard. There has never been a better time to go large, so why not test drive the new MG6 today?

Or from £8,399, the MG3 has lots of exciting extras including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

## DRIVE THE MG6 NOW

Model shown is MG6 at £17,995. OTR prices from £13,995. 0% APR representative not available on entry-level MG6 model.

MG3 From £8,399



REPRESENTATIVE WITH  
DEPOSIT CONTRIBUTION\*  
on selected models.



## GET MORE MG FOR YOUR MONEY.

Go to your local dealer for more details and a test drive at [mg.co.uk](http://mg.co.uk)

**NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.**  
**MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.**

Models shown – NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. 'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. \*Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at [www.mg.co.uk/offers](http://www.mg.co.uk/offers)

**"We picked a Vegas Yellow TTS Roadster and started out afar – introducing ourselves behind the car before showing the exterior features"**

the customer was next to you," Mussihly told us. David Appleton, a senior sales executive, went next: "I found it surprising. I've been selling cars for seven years and I've always been told to give little information over the phone – that way we get them to come to the dealership. Now I'm being told to give out all the details immediately; it's the opposite of what I've been doing previously."

Auto Express was up next. We picked a Vegas Yellow 2015 TTS Roadster with a 2.0-litre petrol engine. Following Foley's instructions, we started out afar – introducing ourselves behind the car before turning the camera around. We proceeded to show the exterior features – highlighting the new grille and more aggressive styling changes – and pausing the video after a walk-around.

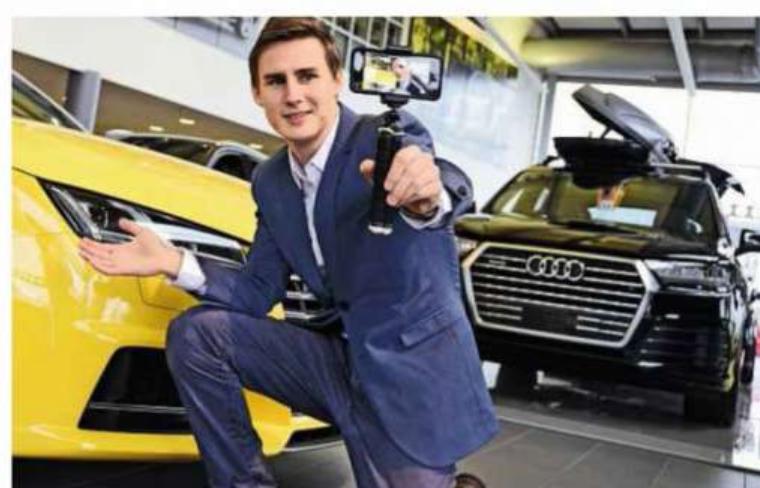
The pause function allowed us to move to the interior and highlight the features 'Mr Smith' enquired about. We then climbed out of the car and presented a final glimpse of the TTS Roadster he would potentially be purchasing.

We ended with a final view of our face, as Foley said that it's "a good way to make sure the buyer remembers who you are. This way they'll come straight to you when visiting the dealership". Pressing 'finish' on the camera pieces the footage together without the need to edit it, and packages it ready to be sent off to our client. While it takes a few tries to get comfortable in front of camera, the whole procedure took no more than five minutes – as long as a phone call.

If figures are anything to go by, it would seem CitNOW is well on its way to changing the way we buy and sell cars, as Grant explained: "We sign up 150 dealers a month, and our attrition rate is zero. Each day sees over 12,000 videos made – BMW alone sends over 35,000 videos a month." Right now, dealers are seeing the competitive advantage in using videos over those who don't, but what happens when all dealerships and workshops adopt video as a standard sales procedure? "Then it comes down to the personal touch in the videos, the attentiveness of the sales execs and how good they are," Grant answers. People buy from people, after all.



## YOUR VIEW: Can we cut it as a 21st-century salesman?



TO see if Auto Express has what it takes to sell cars like the pros, we did a sales video of our own and uploaded it alongside those made by actual Audi executives.

We took on board the techniques CitNOW taught us, then let users of our website try to pick us out from the genuine dealers.

Clearly, we still have work to do when it comes to selling cars, as 45 per cent said we were the sales 'impostor'. To see our effort, head to [www.autoexpress.co.uk](http://www.autoexpress.co.uk).

## REACTION: What the salesmen said

**MOHAMED MASHOOD**  
Business manager

"WE were shown this a few weeks ago at a sales conference, and I really liked the idea. It adds the personal touch. I can explain all of the newest features and deals to customers, and they can view them from their own homes. I think the retention rate will be higher after we adopt this tech. It's now around 30 per cent, and I'm keen to see it rise to 40 per cent."



**KARIM MUSSIHY**  
Retention manager

"IT'S important to move with the times – videos are becoming a part of our everyday lives and this is no different. When people buy cars, they will demand to see it on video before coming to us. It's about increasing our commitment to potential buyers and this is a great way of showing it. Plus, I can send a generic video to lots of customers asking about the same car."



**GUY MITCHELL**  
Senior sales executive

"I'D heard of this tech before and was looking forward to using it. It's the right direction – buying a car is an important investment, so customers want answers. This is the best way to do it in an efficient manner, and I'm certain the industry will pick it up full time. There are no auditions yet, but new sales execs should practise getting comfortable on camera."



# TIME TO CAN THE CODE?

Is the Highway Code still relevant to the twists and turns of motoring in the digital age? We look at its flaws... then asked some experts what they think

**Martin Saarinen**[Martin\\_Saarinen@dennis.co.uk](mailto:Martin_Saarinen@dennis.co.uk)[AE\\_Consumer](#)

**AF** UK drivers are currently experiencing the most significant regulatory and technological overhaul in years; tax discs, V5Cs and drink-drive laws have all changed in the course of a year. That's before you consider driverless cars and connected technology.

Since 1931, the Highway Code has been the backbone of motoring development in the UK. But with so many changes coming so quickly, is it still relevant today?

In a bid to find out whether the Highway Code is still fit for purpose, Auto Express teamed up with some UK road safety experts and pored over the Highway Code in all its forms: the £2.50 book, the £3.99 app and the free PDF version available online.

Firstly, we looked at the quoted braking distances for a "typical car" – one of the more important figures in the Highway Code, to deter tailgating.

The Driver and Vehicle Standards Agency (DVSA) states it takes 75, 55 and 14 metres for a normal car to brake to a standstill from 70mph, 60mph and 30mph, respectively. Our road testers ran a wet and dry braking test with two of the best-selling cars in the UK – the Ford Fiesta and Vauxhall Corsa – to see just how far modern braking tech has come. In the dry, the Fiesta came to a standstill from 70mph, 60mph and 30mph in just 48m, 35.2m and 9.7m. The Corsa achieved similarly impressive numbers in the wet – at 53.4m, 38.9m and 9.6m, respectively. All are significantly below what the Highway Code states.

The Code is not only in need of a numerical update, either. A raft of new technologies, such as autonomous emergency braking, adaptive cruise control, automatic headlights and lane assist, have yet to find their place among the pages of the 2015 editions.

It's important tech, too. The AA highlighted the 2013 Sheppey Crossing crash in Kent, which occurred in heavy fog and was believed to have seen many drivers rely too heavily on automatic headlights. In foggy or early morning conditions, there may be enough ambient light for the lights to switch off, which reduces visibility to others significantly.

Electric cars are another element left uncovered by the existing Highway Code – they require more attention from

## IN A KNOT

Is the Highway Code in its current form the best way to educate drivers on rules of road?

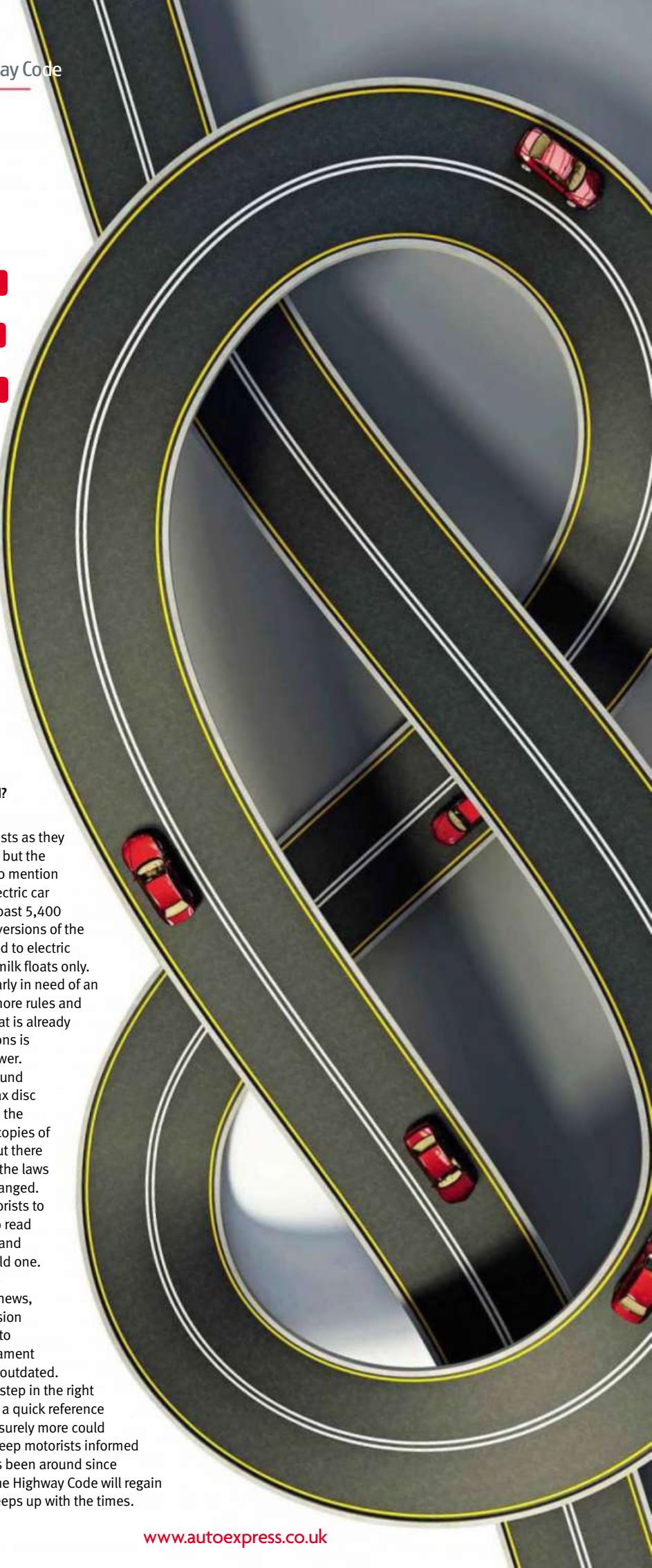
pedestrians and cyclists as they can rarely be heard – but the pages we read had no mention of EVs. While pure electric car registrations surged past 5,400 in August, the latest versions of the Highway Code referred to electric vehicles as trams or milk floats only.

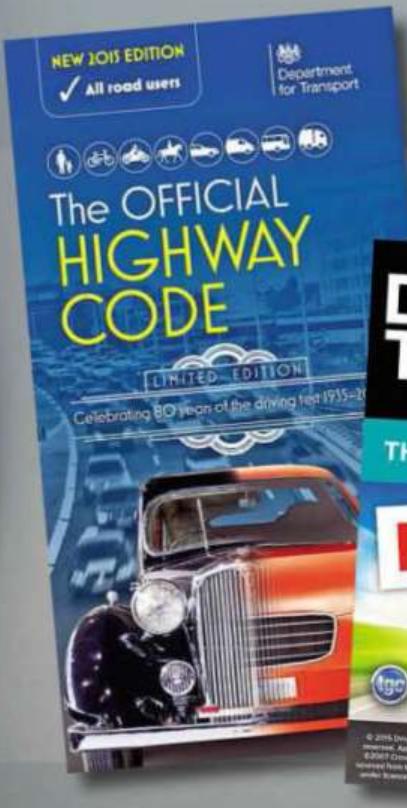
So the Code is clearly in need of an update, but adding more rules and pages to a volume that is already packed with regulations is probably not the answer.

Additionally, we found the drink-drive and tax disc laws were featured in the electronic and book copies of the Highway Code, but there was no mention that the laws had recently been changed. The only way for motorists to know of updates is to read the entire document and compare it with the old one.

In an era of mobile updates and instant news, waiting for a new version of the Highway Code to be approved by Parliament is old-fashioned and outdated.

Mobile apps are a step in the right direction, as they are a quick reference point for drivers, but surely more could be done digitally to keep motorists informed of updates? While it's been around since 1931, the only way the Highway Code will regain its relevance is if it keeps up with the times.





## WHAT OUR EXPERTS THINK OF THE CODE...

**ON TEST**  
Highway Code is currently available in a variety of hi-tech formats – but is it outdated? We asked a panel of experts



**EDMUND KING**  
President, AA

"THE Highway Code is something many learners pay attention to before taking their driving test, but then leave it untouched after passing.

"This is a shame, as it is in a constant state of review and covers many important driving rules. But to truly reflect the modern driving environment, we would like to see a section covering new technology, such as automatic driving aids and braking technology. A lot of drivers have these systems installed, but should not rely on them in all circumstances. How many know this?"



**IAN McINTOSH**  
CEO, RED Driving School

"EVERY road user should have a copy of the Highway Code, and learners should study it as preparation for their test.

"There is a clear and obvious need for a full and definitive Highway Code, but it is now of such proportions that it is hard to imagine every driver engaging fully with it. A Highway Code for the future could be split between various audiences such as learner drivers and cyclists. An interactive Code keeping up with modern learning systems would also be an improvement."



**NICK LLOYD**  
Road safety manager, RoSPA

"DESPITE the Highway Code being available in both electronic and book format, many drivers fail to keep up with the latest legislation changes once they've passed their test.

"It is important that the Highway Code is regularly updated to reflect modern society and technological advancements such as driverless cars. However, it does not matter how good or up to date the information is if drivers fail to read it. It is therefore important that businesses and driver trainers stress the need for a regular read of the Highway Code."



**STEVE GOODING**  
Director, RAC Foundation

"MANY of us have trouble recalling our partner's birthday, let alone the 300 or so rules in the Highway Code.

"After passing their test, most motorists consign their copy of the Highway Code to the back of the glove compartment. Instead of reading it, they'll be reading the road through the windscreen. So as well as making it memorable, we need to think of new ways to refresh drivers' memories and provide timely revisions as rules change, perhaps by providing a system with digital updates."



**JOHN LEPINE**  
General manager, Motor Schools Association (MSA)

"THE current edition has been updated to reflect many of the recent changes in legislation and technology.

"However, for regular Code readers it can be difficult to spot where it's been updated, and so a simple system of marking updates and new entries would be very useful. Another challenge is that learners often know the Highway Code rules, but many fail to understand what they actually mean. We believe peer-group learning would go a long way in getting new drivers to understand."



**NEIL GREIG**  
Policy & Research Director, IAM

"MOST drivers don't know their stopping distances, and there is little faith in the figures in the Highway Code. These need to be updated in light of new braking systems, and should be presented in a much more visual way.

"The real challenge is to entice drivers back into the Highway Code on a regular basis beyond the need to answer the odd pub-quiz question. That can be done only by making the Highway Code more attractive and modern, and linking it to further incentives to improve one's driving and riding."





## Essentials

### Lamborghini Aventador SV

Price: £321,723

Engine: 6.5-litre V12

Power/torque: 740bhp/690Nm

Transmission: Seven-speed automatic,  
four-wheel drive

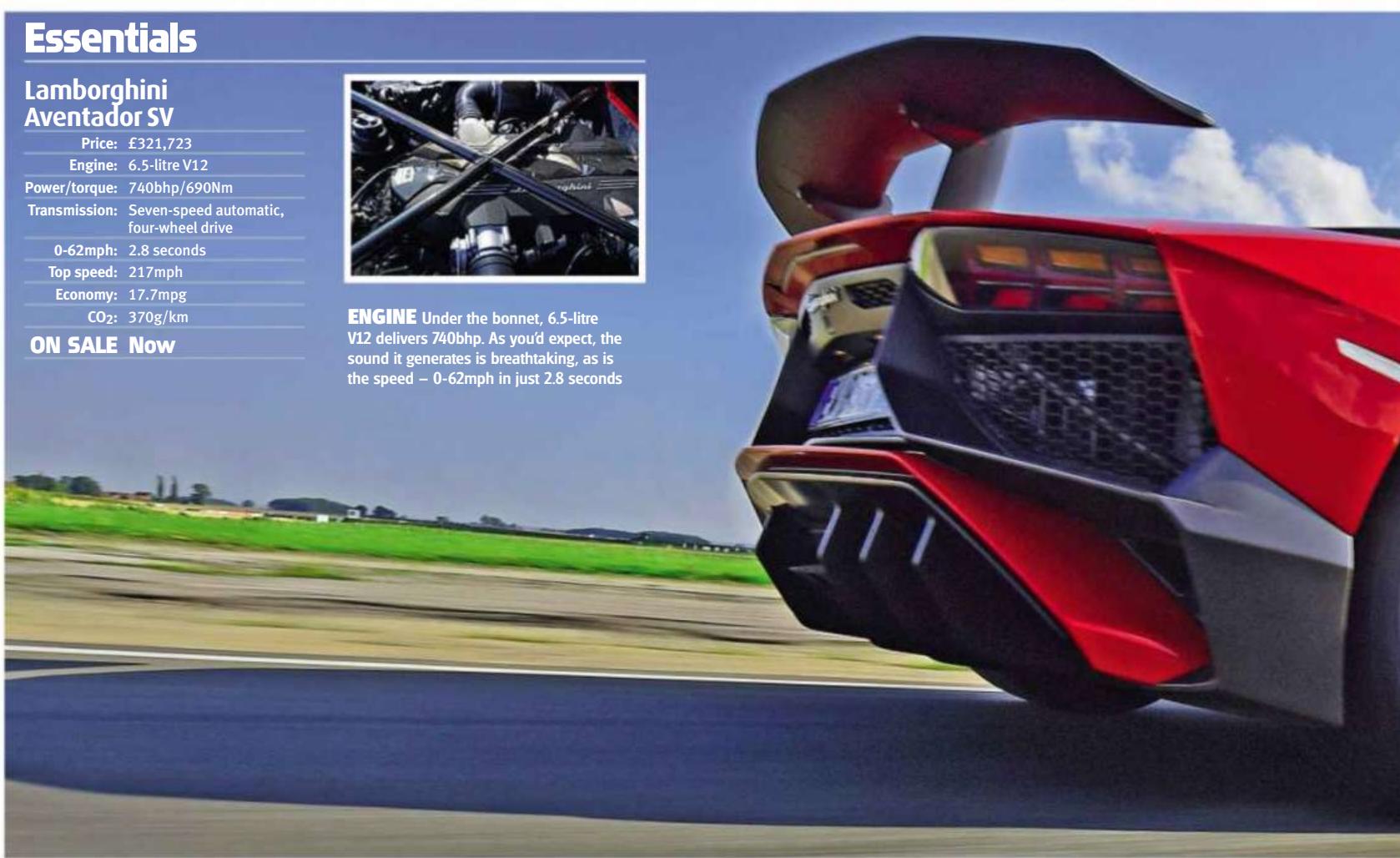
0-62mph: 2.8 seconds

Top speed: 217mph

Economy: 17.7mpg

CO<sub>2</sub>: 370g/km**ON SALE Now**

**ENGINE** Under the bonnet, 6.5-litre V12 delivers 740bhp. As you'd expect, the sound it generates is breathtaking, as is the speed – 0-62mph in just 2.8 seconds



Pete Gibson

# Lamborghini Aventador SV

**FIRST UK DRIVE** Exclusive new 740bhp supercar is simply the best yet from the famous brand



Sean Carson

Sean\_Carson@dennis.co.uk  
@Carson\_1ncars

**AE** LAMBORGHINI is famed for its outrageous supercars, so when the Italian brand applies its 'Super Veloce' SV treatment to the already ridiculously potent Aventador flagship, you know the results will be magnificent. And we'll cut straight to the chase – that's exactly what this new, even more focused Aventador is.

'Super Veloce' translates from Italian as 'super fast', so this 217mph wedge sets its stall out straight away. It has the muscle to live up to the name, too, as lurking beneath that slatted carbon fibre engine cover is a 6.5-litre V12 producing 740bhp.

That's 50bhp more than the standard car, and together with a higher rev limit and a reprogrammed version of Lambo's seven-speed single-clutch gearbox that now shifts in just 50 milliseconds, it means the 0-62mph time is down to 2.8 seconds, helped by massive four-wheel-drive traction

off the line. Rev it all the way to 8,500rpm and the sound from the new exhaust system is glorious. The V12 wails and snarls, sounding like an old-school F1 car as the digital dash flashes at you to shift up.

Pull the right-hand paddle and the next gear slots home with savage ferocity – there's no denying it's fast, and even if it's not as smooth as the best dual-clutch transmissions on the market, sometimes upsetting the car's balance if you change gear in a corner, it adds real character to the whole experience of simply accelerating in a straight line at a scarcely believable rate.

The onslaught is relentless, but at some point you'll have to stomp on the huge 400mm carbon-ceramic brakes. They boast massive stopping power, but you can still feel every kilo of the big Lambo's 1,525kg kerbweight when you're trying to slow it from the inevitable huge speeds it can hit – and the same is true in bends.

But turn into a corner and the car's low nose locks on to a cornering line. The

Aventador SV gets Lamborghini's variable ratio dynamic steering as standard. We're not huge fans of it on the smaller Huracán, but here it's been retuned and feels much sharper and more direct. There's a nice feel through the wheel as to how much grip is on offer from the huge, sticky Pirelli tyres, so despite the car's intimidating looks it gives you lots of confidence to push harder.

But this is still a fierce supercar that needs a firm hand, and it responds best to being driven hard. The sensations it relays back to the driver tingle through the F1-style carbon fibre chassis, while the sophisticated push rod suspension filters out bumps surprisingly well given the low-profile rubber.

There are three selectable modes for the suspension, steering and powertrain: Strada (street), Sport and Corsa (race). With

motorsport-inspired carbon fibre bucket seats that are light on padding, the firmer race mode is better saved for super-smooth roads or tracks, but in the Strada setting it's surprisingly compliant. The light steering makes it easy to manoeuvre, and coupled with 690Nm of torque, the car is docile and easy to drive around town.

The huge rear wing, a rear diffuser and the SV's sharper and even more angular body will stop traffic in its tracks. But this aerodynamic set-up is form following function, as Lamborghini claims the new bodykit generates extra downforce at high speed to help stick it to the road.

Climbing in and out of the SV is an event in itself, with scissor doors that arc skywards. Lower yourself into the cabin and you're met by lots of Alcantara to reinforce the hardcore

**"The V12 wails and snarls, sounding like an old-school F1 car as the dash flashes at you to shift up"**

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**SPECIAL DEFENDER**  
Retro-themed Heritage Edition helps Land Rover legend bow out in style.

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**RENAULT KADJAR**  
Can mid-spec version of impressive compact SUV crush the Qashqai?

36

**SKODA SUPERB TSI**  
Diesel has impressed, but now we try petrol version of family star.

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**NISSAN X-TRAIL**  
Is DIG-T petrol turbo a good fit for new seven-seat compact SUV?



**NEED TO KNOW**  
Only 600 SVs are being made and each comes with a numbered plaque



theme. There's still plenty of equipment on offer, including sat-nav, DAB and Bluetooth, as well as practical features such as a reversing camera and a front suspension lifter that means the tarmac-skimming front bumper doesn't ground out over speed humps. There's stop/start on offer, too, but despite these additions, don't go thinking this is an everyday car – 17.7mpg economy and 370g/km of CO<sub>2</sub> mean it'll be extremely costly to run.

## Verdict

WITH its outrageous looks, a scintillating engine and massive grip, the hardcore Aventador SV is one of the great Lamborghinis – in fact, it wouldn't be a stretch to say that it's possibly the best ever. Embodying the spirit that elevated the brand to the top, it's just how a supercar should be: a thrillingly addictive, but slightly terrifying mix of old-school charm, huge power and modern technology.



# Subaru Levorg

**FIRST UK DRIVE** Sporty estate is decent to drive, but falls just short of the class leaders



**Jonathan Burn**

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@jonathan\_burn

**AF** THERE was a time when if you needed a four-wheel-drive estate that could face a wet and windy school run on a Monday, but would also be unfazed by the prospect of tackling the Scottish Highlands at the weekend, a Subaru was the only car for the job. That, however, is no longer the case. An influx of rivals from the likes of Skoda, Volvo and VW has impinged on Subaru's increasingly niche appeal.

So, with the all-new Levorg, the brand has taken a slightly different approach. Of course, permanent four-wheel drive remains, but the Levorg is first and foremost designed to be driven on the road rather than off it.

Choosing your Levorg couldn't be easier, as from launch there is only one engine, one gearbox and one trim level available.

That engine is an all-new 1.6-litre direct-injection four-cylinder petrol boxer, developing 168bhp and 250Nm of torque. It's hooked up to a lineartronic CVT gearbox, rather than a conventional automatic, which sends power to all four wheels.

Beneath the surface, the Levorg actually shares a platform with the WRX STi, which has also donated part of its suspension set-up. And on the road, you can certainly identify the Levorg's sporting roots. For an estate, it handles remarkably well, always remaining composed and stable through corners with virtually no body roll. It encourages you to push a little harder – you could even call it fun to drive.

A trade-off for that surefootedness is the rather firm ride, however. Around town and at slower speeds, the Levorg has a tendency to fidget and bob about over mildly uneven surfaces.

As you'd expect, there's an abundance of grip served up from the symmetrical all-wheel-drive system, but the slightly numb steering can leave you wondering exactly when that grip will run out. The steering has a consistent weighting to it, but a bit more communication as to what's going on would be preferable.

Yet the biggest issue is the powertrain, and in particular the gearbox. There's enough power from the 1.6-litre engine to keep you trundling along at a reasonable

speed – although the Levorg does lack that in-gear punch you get from a diesel engine, something it would be far better suited to.

But the Levorg is hamstrung by the CVT gearbox which is clumsy and slow to respond, while the whine from the transmission can get tiresome quickly. The combination of four-wheel drive, a turbocharged engine and automatic gearbox also makes the car rather uneconomical by today's standards, with only 39.8mpg and 164g/km of CO<sub>2</sub> claimed.

On a more positive note, the Levorg is practical. Against rivals such as the Mazda 6 and Volvo V60, its 522-litre boot gives it the upper hand, while still retaining decent rear passenger space.

But you get the impression the cabin has been designed to last the test of time rather than have any visual appeal. It feels robust, yet some of the plastics look and feel cheap. And while the new seven-inch infotainment system is intuitive to use, the digital display at the top of the dashboard is rather needless and ages the cabin with dated graphics.

**"The cabin has been designed to last the test of time rather than have any visual appeal"**

**Performance**  
0-62mph/top speed  
8.9 seconds/130mph



**Running costs**  
39.8mpg (official)  
£67 fill-up



## Essentials

### Subaru Levorg

**Price:** £27,495

**Engine:** 1.6-litre 4cyl turbo

**Power/torque:** 168bhp/250Nm

**Transmission:** CVT auto, all-wheel drive

**0-62mph:** 8.9 seconds

**Top speed:** 130mph

**Economy:** 38.9mpg

**CO<sub>2</sub>:** 164g/km

**ON SALE** Now



**PRACTICALITY** Dropping the rear seats increases boot space from 522 litres to 1,446 litres, and leaves a completely flat loading bay. There are also generous storage cubbies throughout the cabin



**EQUIPMENT** Available in GT trim only, every Levorg comes as standard with a seven-inch touchscreen, sat-nav, 18-inch alloy wheels and LED headlamps. Safety tech such as blind spot detection and lane change assist also feature



Levorg is held back by the lack of a diesel engine, but more particularly its CVT gearbox, which proves clumsy and slow to respond

Caption to go in space here  
please Caption to go in space  
here please caption here

"You can identify the Levorg's  
sporting roots, as it handles  
remarkably well for an estate"



Interior is spacious and feels built to last,  
but some of the plastics used look cheap



## Auto Express Verdict

THE Levorg upholds Subaru's tradition of doing things differently, but its appeal will be limited – and that's reflected in the 500 models a year the company hopes to sell in the UK. High running costs, a firm ride and a compromised powertrain count against it, but its eager and sporty nature offers something rivals do not. With a diesel engine and manual gearbox the Levorg would be a more well rounded car that would be easier to recommend.





# Land Rover Defender Heritage Edition

**FIRST DRIVE** 4x4 favourite bows out in style with retro-themed beauty



**James Disdale**

James\_Disdale@dennis.co.uk

**AT** OVER the course of nearly 70 years and countless updates, the legendary Land Rover Defender has continued to set the standard for unstoppable off-road ability. But ever-tightening emissions and safety regulations mean that time is running out for the famous four-wheel-drive machine, with production being wound down this year.

However, rather than mourn the loss of its iconic Defender, Land Rover is sending off its evergreen off-roader in style with a trio of 'Celebration Series' special-edition models. The lavishly equipped Adventure and Autobiography are hugely desirable, but it's this Heritage model that's closest to the spirit of the original. As its name suggests, this machine is packed with retro touches that hark back to the earliest Land Rovers.

Only 400 Heritage models will be sold in the UK, available in this short-wheelbase 90



bodystyle or long-wheelbase 110, and all are finished in distinctive Grasmere Green metallic paint with a contrasting white roof.

Other old-school additions include the heavy duty steel wheels and the silver painted door hinges and bumpers.

Finally, the left-hand front wing gets a black and white HUE 166 badge, which is a direct reference to the registration plate of the oldest surviving Land Rover, affectionately known as 'Huey' by fans of the brand.

Climb into the Landie's cabin and you'll find some more nods to the past, such as

**NEED TO KNOW**  
Black and white badge (below) is a reference to registration plate of the oldest surviving Land Rover



the colour-coded red and yellow collars for the levers controlling the six-speed manual box and the dual-range transmission.

As with all Defenders, the driving position is high – you tower over other SUVs – and slightly cramped. The steering, gearshift and clutch are heavy, the punchy 120bhp 2.2-litre diesel is gruff and the ride bouncy, while our car's chunky off-road tyres added extra vagueness to the handling.

Yet despite its dynamic shortfalls, the Defender is hugely rewarding to drive. There's a direct connection between driver and machine, and it doesn't take long before you're totally absorbed in the driving experience – and amazed at how quickly this big machine can be hustled along.

But it's when you head off the beaten track that it really comes into its own. It doesn't have the hi-tech Terrain Response system of the latest Land Rovers, but seven decades of development mean it's still the best 4x4 by far when the going gets tough.

## Essentials

### Land Rover Defender 90 Heritage Edition

**Price:** £27,800  
**Engine:** 2.2-litre 4cyl turbodiesel  
**Power/torque:** 120bhp/360Nm  
**Transmission:** Six-speed manual, dual range four-wheel drive  
**0-62mph:** 15.8 seconds  
**Top speed:** 90mph  
**Economy:** 28.3mpg  
**CO<sub>2</sub>:** 266g/km

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**PRACTICALITY** Short-wheelbase body means there's virtually no boot space with rear seats in place. However, rear chairs fold out of the way, leaving a usefully large load area.



## Verdict

BY all rational measures the Defender is totally outclassed by modern off-roaders. Yet the Heritage is packed with charm, rewarding to drive and unrivalled off-road. And at £27,800, it looks like great value alongside the Adventure and Autobiography editions, which start at £43,495 and £61,845. If you want an SUV with huge character and surefire future classic status, then look no further.





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### Essentials

#### Renault Kadjar Dynamique S Nav dCi

Price: £22,395

Engine: 1.5-litre 4cyl diesel

Power/torque: 108bhp/260Nm

Transmission: Six-speed manual, front-wheel drive

0-62mph: 11.9 seconds

Top speed: 113mph

Economy: 72.4mpg

CO<sub>2</sub>: 103g/km

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**EQUIPMENT** Dynamique S Nav is pick of range, and brings seven-inch touchscreen with sat-nav, plus dual-zone climate control, parking sensors and half leather trim



**PRACTICALITY** Rear legroom is good, while headroom is better than in Signature Nav as this car does without the panoramic roof. Quality impresses throughout, too



**LOAD AREA** Despite being based on the Qashqai, Renault has trumped its rival with a 472-litre boot. You get a set of one-touch folding rear seats, too



# Renault Kadjar

**FIRST UK DRIVE** Is mid-spec crossover a better bet than range-topper?



**Richard Ingram**  
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LAST week (Issue 1,390), we drove Renault's new Kadjar crossover in flagship 1.6 dCi 130 Signature Nav trim. It impressed us with its top-quality interior, high-speed refinement and low running costs, while also proving decent fun to drive on the twisting roads of Northumberland.

But if you can't find almost £25,000 to splash out on a brand new crossover, how does the mid-spec Dynamique S compare, with the smaller 1.5-litre dCi 110 diesel?

Well, it's £2,400 cheaper for starters, yet it's 20bhp and 60Nm down on the 1.6 and misses out on the Bose stereo, panoramic roof and LED headlamps. However, it still comes with an extensive list of kit.

Up front, you'll find the same well-crafted and solidly built dashboard as in the

#### NEED TO KNOW

A set of 17-inch alloy wheels is available as a no-cost option and helps cut CO<sub>2</sub> emissions to 99g/km



top-spec cars, along with VW-like dual-zone climate controls, automatic lights and wipers and keyless go. It surpasses the two-year-old Nissan Qashqai on which it's based, feeling easily as upmarket as a Mazda CX-5. Space in the back is good, too – especially without the glass roof of Signature cars – while all Dynamique S Nav models get the same half-leather seats, seven-inch touchscreen and TomTom nav.

The engine feels just as refined and, unless you regularly tow a trailer or caravan, should prove quick enough for most buyers in the market for this kind of car. Granted, it's not quite as quick in gear, but it still pulls well on the motorway. It actually feels smoother and less jerky, too, due to the more relaxed and less frantic engine.

Like the 1.6, this 108bhp 1.5-litre also appears in the Qashqai – and it's proven the biggest seller for Nissan. It's easy to see why, as annual road tax costs just £20 and it returns more than 70mpg economy

between fills. But the best part is that the Renault is £1,885 cheaper than the Qashqai, yet comes with the same kit.

This, and the fact that the Kadjar is one of the most stylish crossovers on the market, with a nicely styled, high-quality interior, push it towards the top of the class.

#### Verdict

THIS dCi 110 Dynamique S Nav is the pick of the Kadjar range. Despite its modest power output, it feels sufficiently sprightly, comfortable and refined, while also coming packed with equipment. If you can do without the LED headlamps, panoramic roof and Bose stereo of the Signature Nav, this mid-spec version ticks all the boxes.





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## Essentials

## Skoda Superb 1.4 TSI SE L Executive

Price: £24,220

Engine: 1.4-litre 4cyl turbo petrol

Power/torque: 148bhp/250Nm

Transmission: Six-speed manual, front-wheel drive

0-62mph: 8.6 seconds

Top speed: 137mph

Economy: 56.5mpg

CO<sub>2</sub>: 116g/km

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# Skoda Superb 1.4

**FIRST UK DRIVE** Smooth petrol saloon is fine buy if you don't want TDI



James Batchelor

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@JRRBatchelor

**AC** SKODA'S new Superb strikes right in the heart of the company car class, taking on heavyweights like the Mazda 6, Ford Mondeo and its posher sister car, the Volkswagen Passat. It's a fair assumption to say that the Czech brand will shift the most Superbs in diesel guise, but as we all know, they aren't for everyone.

While the 217bhp and 276bhp 2.0-litre petros will interest those after an executive express, the 1.4-litre options should entice buyers who want a smooth and efficient five-door hatch – the low Benefit in Kind rate of 18 per cent only boosts appeal.

The 1.4-litre petros will be familiar to many, as they're used in a wide range of VW Group cars. They pack either 123bhp (only available in S trim) or, like in our test car, 148bhp with 250Nm of torque. Strangely, the more powerful version is cheaper to run thanks to Active Cylinder Technology (ACT).

ACT shuts down two of the four cylinders under light throttle loads, allowing the big Skoda to return a claimed 56.5mpg and emit 116g/km of CO<sub>2</sub> – 4.2mpg more and 9g/km less than the 123bhp 1.4.

Happily, you won't notice the cylinders shutting down; you'll only know the car is running in this eco setting through a '2cyl mode' message on the instrument cluster.

In normal four-cylinder mode, low-speed acceleration is a little sluggish, but once the turbo kicks in, the performance is brisk enough and the petrol comes into its own at motorway speeds by being incredibly quiet.

At those low speeds, you'll be shifting down the gears to make the most of gaps in



the traffic, but it's no real chore, as our car's six-speed manual box is easy to use – the lever moving sweetly between ratios, accompanied by a light clutch.

The manual of our test car is typical of a VW Group gearbox, as it feels good to use. And while the steering isn't the finest for feedback, it's well weighted and precise.

Our Superb came in SE L Executive spec, which is one step down from the top-drawer

**INTERIOR** Cabin design may be conservative – a Volkswagen Passat is more stylish inside – but it's well made and comfortable. Maximum boot space of 1,760 litres is generous, too

Laurin & Klement trim. It features a decent amount of kit, with leather seats, bi-xenon lights, 18-inch alloy wheels and a smart-looking eight-inch touchscreen with sat-nav all coming as standard. However, we'd go for the SE spec, which has all of the essential equipment – like 17-inch wheels, dual-zone air-con, folding mirrors and rear parking sensors – for £3,000 less.

Elsewhere, the Skoda pulls ahead of its nearest rivals with acres of rear legroom and clever touches like handy umbrellas in the front doors. It gets a generous 625 litres of boot space (30 litres more than the old Superb), and that expands to 1,760 litres when the rear seats are folded – 323 litres more than the Mondeo's capacity.



**EQUIPMENT** Standard kit includes an eight-inch touchscreen – featuring DAB radio – that's quick and easy to use, as well as smart-looking



**PRACTICALITY** Rear space is vast, with masses of legroom easily rivalling cars like the Mercedes S-Class. Plus, the seats fold 60:40 as standard

## Auto Express Verdict

FOR those who are put off by diesels or simply don't cover enough mileage to warrant one, the 1.4 turbo petrol is a wise choice. City driving requires a little more patience than a similarly powerful diesel, but the extra refinement it offers more than makes up for it – plus, it's £900 cheaper than the equivalent diesel. The 1.4 is also a great partner to what is an excellent car – it's generously equipped, super stylish, spacious and well built.





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# Nissan X-Trail

**FIRST DRIVE** Turbo petrol engine gives SUV buyers alternative to diesel



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@rsp\_ingram

**THE** Nissan X-Trail has lived in the shadow of its popular Qashqai sibling for some time now, despite being a capable, spacious and generously equipped SUV.

However, to inject new life into the Hyundai Santa Fe rival, Nissan has installed its 1.6-litre DIG-T turbo petrol engine, which claims "sharp performance with exceptional fuel economy". On paper, the first part is true. This is now the fastest and most powerful X-Trail on sale, offering 161bhp and a 0-62mph sprint time of 9.7 seconds. But in reality, the fact it has 80Nm less torque than the original diesel (240Nm vs 320Nm) means it never feels that fast.

Put your foot down on the motorway, and it struggles to gain momentum, while on steep inclines, you'll find yourself changing down a gear to pass slower traffic. Only above 2,500rpm does the DIG-T feel as quick as the diesel, plus the usual turbo whoosh is conspicuous by its absence.

But keep the X-Trail moving, and it's decent enough to drive. There's not much fun to be had, yet the light steering makes it easy to manoeuvre. We'd previously complained about the ride on these 19-inch alloys, and while it isn't perfect, the car does a good job of soaking up the worst road imperfections.

Where this engine really falls down, though, is in terms of running costs. Sorry, Nissan,



High-spec interior is finished in luxury materials; it's roomy, too

but "exceptional" isn't the word we'd use to describe the DIG-T's efficiency. While it costs £1,590 less to buy than the diesel, you'll only get 44.1mpg fuel economy – compared to 57.6mpg. A Mazda CX-5 2.0 claims 47.1mpg (as well as being half a second faster to 62mph). On the plus side,

the petrol-powered Nissan is smooth and refined. It's much quieter around town and remains hushed even on the motorway.

Inside, it doesn't feel as big as a Kia Sorento, but Nissan has squeezed two additional seats into the boot. They're a £800 option, although space is pretty tight back there, so only really suitable for kids.

All cars remain well equipped, too. At £29,245 (the five-seat version is £800 less), this Tekna-spec car comes with LED headlamps, a touchscreen sat-nav, 19-inch alloy wheels and leather seats. Forward emergency braking, lane departure warning, and traffic sign recognition are also standard.

Light steering makes the X-Trail easy to manoeuvre



## Essentials

### Nissan X-Trail 1.6 DIG-T

Price: £29,245

Engine: 1.6-litre 4cyl turbo petrol

Power/torque: 161bhp/240Nm

Transmission: Six-speed manual, front-wheel drive

0-62mph: 9.7 seconds

Top speed: 124mph

Economy: 44.1mpg

CO<sub>2</sub>: 149g/km

**ON SALE** Now



**EQUIPMENT** Top-spec Tekna cars look expensive, but kit is good – with 19-inch alloy wheels, leather seats, sat-nav and LED headlights. Bluetooth and cruise control are standard, too



**PRACTICALITY** For an additional £800, you can specify two seats in the boot, although these are quite tight and best reserved for children

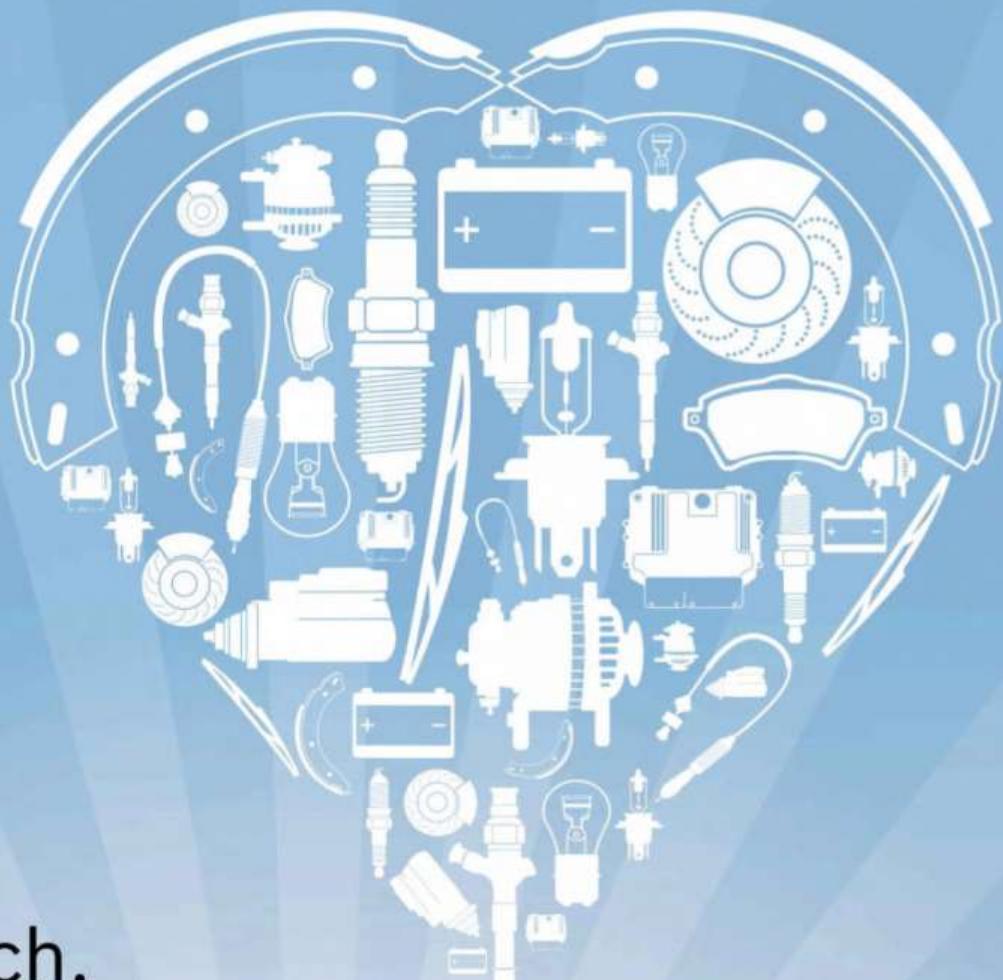


**LOAD AREA** Fold that third row of seats, and boot space is an acceptable 550 litres. This expands to a generous 1,982 litres with the second row down

## Verdict

CUSTOMERS complained when the X-Trail was launched with just one engine. However, 18 months later, the original dCi 130 diesel remains the pick of the range. This DIG-T turbo petrol is quiet and refined, but the superior torque of the diesel means it feels faster in the real world. It'll return better fuel economy and lower CO<sub>2</sub> emissions, too, so we'd sacrifice this top-spec Tekna trim and go for a mid-spec diesel instead.





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BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

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MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI GHIBLI 3.0S PETROL » 470 BHP  
MASERATI GHIBLI 3.0 PETROL » 400 BHP  
MASERATI GHIBLI 3.0 DIESEL » 312 BHP  
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# Kia Pro\_cee'd GT

**FIRST DRIVE** Can revamped hot hatch justify price hike?



**Richard Ingram**

Richard\_Ingram@dennis.co.uk

@rsp\_ingram

**AT** KIA has given its Cee'd range a mid-life facelift, with tweaked styling and an updated colour palette. Meanwhile, the flagship GT hot hatch's price tag has gone up £2,900 – meaning that at £23,105, this three-door Pro\_cee'd GT is now £610 more than a basic Ford Focus ST. (And that has an extra 46bhp, along with a pair of rear doors).

So, how can a company that prides itself on value justify such a hefty premium for what is essentially some new headlamps and a set of revised bumpers? Take a look at the kit list, and things start to become clear.

There's now only one trim level available on the top-spec GT, which includes 18-inch alloys, automatic xenons and wipers and heated Recaro seats. Plus, you get sat-nav, a colour reversing camera, DAB radio, dual-zone climate control and a heated steering wheel.

Elsewhere, Kia has installed an electronic sound generator on all GT models. There's a GT button on the new flat-bottomed steering wheel; press this, and a synthetic engine note is pumped into the cabin under acceleration – and it's one of the best we've tried.

Updates to the existing 1.6-litre turbo petrol engine ensure peak torque is now available from just 1,500rpm, rather than 1,750rpm in the old model. While that undoubtedly makes the car more urgent at low revs, you'd have to drive the two back-to-back to notice any difference. It'll cost the same to tax as before, too, and you won't save any money at the pumps.

It may not have the spine-shearing acceleration of the hottest hatches on the market, but there's enough in reserve to put a smile on your face, while the well weighted, direct steering and precise gearbox combine to make the GT rewarding on the right road.



**INTERIOR** Sporty upgrades include new flat-bottomed steering wheel, plus 18-inch rims and heated Recaro seats

## Kia Pro\_cee'd GT

**Price:** £23,105

**Engine:** 1.6-litre 4cyl turbo

**Power/torque:** 201bhp/265Nm

**Transmission:** Six-speed manual, front-wheel drive

**0-62mph:** 7.3 seconds

**Top speed:** 143mph

**Economy:** 38.2mpg

**CO<sub>2</sub>:** 170g/km

## ON SALE Now

**NEED TO KNOW**  
The Pro\_cee'd range has been simplified to one high-spec GT trim level



## Auto Express Verdict

THE Kia Pro\_cee'd GT has taken a step upmarket with this revamp, but it carries a sizeable increase in price. It's good to drive and comes loaded with equipment, although if you want a hot hatch, the Ford Focus ST makes more financial sense, while the lesser 1.0 three-cylinder turbo Pro\_cee'd ticks all the right boxes if you value rock-bottom running costs.



## Coming soon



### RENAULT ALASKAN 2016

Renault will launch its first pick-up next year, based on the Nissan NP300 Navara.

#### SUPERMINIS

Ford Ka	2016	Renault Alpine	2016
Ford Fiesta	2017	Toyota FT-1 (Supra)	2017
Kia Rio	2018	VW Golf R400	2016
Renault Twingo GT	2016	TVR sports car	2017
Renault 5	late 2017	VW Golf GTI Clubsport	2016
SEAT Ibiza	2017	VW Scirocco GTS	2016
Smart ForTwo Brabus	mid 2016		
Suzuki Swift	2017		
Suzuki Baleno	2016		
Volkswagen Polo	2017		

<b>FAMILY CARS</b>	
Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2016
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
DS 4 Crossback	2016
Honda Civic	2017
Honda FCEV	mid 2016
Infiniti Q30	December
Kia Optima facelift	late 2015
Kia Sportage	2016
Jaguar XE Sportbrake	2016
Mazda large SUV	2017
MG5	2020
MINI Clubman	late 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2017
Renault Mégane	mid 2016
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
Vauxhall Insignia	2017
VW Beetle Dune	late 2015
VW Golf CC	2016

#### SPORTS CARS

Abarth 124 Spider	2017		
Abarth 500X	2017		
Alfa 4C Stradale	2016		
Alfa 6C	2016		
Aston Martin DB11	late 2016		
Aston Martin V8 Vantage	early 2016		
Audi A5	spring 2016		
Audi A9	2018		
Audi R4	2016		
Audi TT RS	2016		
Audi TT Sportback	2016		
Audi TT Sport Quattro	2016		
BMW M1	2016		
BMW M2	2016		
BMW M4 GTS	2016		
Caterham sports car	2018		
Ferrari F12 Speciale	2016		
Ford GT	2016		
Ford Focus RS	2016		
Honda CR-Z	2017		
Honda NSX	2017		
Honda NSX Type R	2018		
Infiniti Q60	2016		
Jaguar XE R	early 2016		
Kia GT4 Stinger	2016		
Lamborghini Asterion LP910-4	2017		
Lamborghini Huracán Superleggera	2016		
Lexus GS F	late 2015		
Lexus RC	late 2015		
Lexus LF-LC	2016		
Maserati Alfieri	2017		
Maserati Gran Turismo	late 2017		
McLaren 570 S	late 2015		
McLaren 540 C	2016		
Mercedes C-Class Coupé	2016		
Mercedes C 450 AMG Sport	2016		
Mercedes-AMG C 63 Coupé	2016		
MG TF replacement	2020		
Nissan Pulsar Nismo	late 2015		
Peugeot 308 R Hybrid	2016		
Peugeot 408 GT	2018		
Porsche 961	2017		
Porsche Pajun	2018		

#### PEOPLE MOVERS

VW Touran	November
VW Transporter	late 2015

#### CABRIOLET

Audi R8 Spyder	2016
Abarth 124 Spider	2017
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	2016
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	2016
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015

#### LUXURY CARS

Audi A8	2017
BMW 7 Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Lexus GS	2016
Mercedes E-Class	2016
Mercedes E-Class	2016
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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# BRITAIN'S BEST USED CARS

Over the next 18 pages, we pick the top second-hand buys to suit every budget across 16 classes, plus name our Used Car of the Year

In association with



**18 PAGE  
SPECIAL  
SECTION**



**James Disdale**  
Road test editor

**AF** ALL of us want to make our motoring budgets stretch further these days, and by buying a second-hand car you can save thousands.

Pre-owned motors make plenty of financial sense, as the original buyer has taken the heaviest hit of depreciation when the car was showroom-fresh.

Yet choose carefully, and you can secure the keys to a model that's barely run-in and still has the balance

of its new car warranty. But with so many forecourts and classified adverts vying for your attention, how do you decide on the right motor for you?

To make the job easier, over the next 18 pages we pick the best second-hand buys in 16 classes in our Used Car Awards. From city cars to SUVs, and from compact family hatchbacks to cosseting luxury saloons, we've got all the bases covered. Plus, in each category we commend a great alternative. Finally, on Page 63, we hand out our coveted Used Car of the Year

award. And that's not all, as on each page our experts deliver their thoughts to help you make the right decisions when viewing, testing and buying.

Whether it's tips from our road testers, advice on the ownership experience from our consumer editor or insight from the aftersales care specialists at Warrantywise, we've got all the angles covered.

So if you're in the market for a second-hand car, or simply browsing out of interest, this is the buying guide you can't afford to miss.

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59 MPV
60 Cabriolet
61 Sports car
62 Luxury
63 Used Car of the Year



**Auto  
EXPRESS** USED CAR AWARDS WINNER 2015  
BEST CITY CAR SKODA CITIGO

## EXPERT INSIGHT

**Joe Finnerty**  
Consumer editor

"SKODA has a brilliant record for customer satisfaction in our Driver Power survey and the Citigo is one of its star performers. It debuted in second place two years ago and while 2015 saw a slight fall overall, it was running costs where it really stood out. Owners report that the car is cheap to run with its low emissions, insurance and strong fuel economy. It was only really performance and practicality that let it down – not what city cars are bought for – and the Citigo achieved a score of more than 90 per cent overall."

FROM £3,500

# BEST USED CITY CAR SKODA CITIGO

**OUR PICK** 2012 1.0 MPI Elegance Greentech 5dr, 35,000 miles £4,985

IT'LL take more than a few miles on the clock to take the showroom sheen off the Skoda Citigo, which in Issue 1,377 was named our favourite city car for the fourth year in a row. And the great news is it's a fantastic used buy, too.

With the eye of belt-tightening Brits now firmly focused on their wallets, it's no wonder these small, lightweight and low CO<sub>2</sub>-emitting city cars are becoming increasingly popular among buyers.

Despite the vast competition, it's the Citigo that's the best of the bunch. With prices of early examples now down to around £3,500, it offers exceptional value for money. So it should be an incredibly tempting proposition for used car buyers looking for an economical runaround.

Cars in this highly competitive class are unlikely to be among the most glamorous on the road, but the Skoda is smartly styled and solidly built. Couple that with a spacious cabin, a generously sized and well shaped boot plus a range of efficient engines, and second-hand buyers will be in safe hands with this compact four-seater.

On top of that, the Citigo was voted second for running costs in our Driver Power 2015 survey, which is primarily thanks to its decent range of engines. The most economical model is the three-door 1.0-litre 60bhp GreenTech, which promises to deliver 68.9mpg economy and CO<sub>2</sub> emissions of only 95g/km. This

## DETAILS

### INTERIOR

Simple cabin carries plenty of charm, while sat-nav on top of dash comes with higher-spec SE L or Elegance models.

### RUNNING COSTS

Citigo is famed for being cheap and cheerful to run, promising excellent 63mpg economy.



impressive figure means the Citigo costs just £20 to tax annually after its first year on the road.

However, if you're looking for something with a little more upmarket appeal, then the Elegance or SE L-spec 1.0-litre 75 GreenTech models are the way to go. They add air-con, electric front windows, remote central locking, heated seats and a handy sat-nav system.

More importantly, all versions get the same relatively simple mechanicals, meaning low maintenance costs and excellent dependability.

## COMMENDED

### Hyundai i10 Mk1

IT'S been knocked off top spot, but the i10 remains a great investment – not least due to Hyundai's five-year warranty, which is transferable to second owners.



# BEST USED SUPERMINI FORD FIESTA

OUR PICK 2013 1.0T Zetec 5dr, 14,000 miles £7,350



USED CAR AWARDS WINNER 2015  
BEST SUPERMINI FORD FIESTA

WITH its repeated sales chart-topping success, the UK's favourite new car is also hard to beat in the second-hand stakes. And that's why Auto Express has voted it the very best used supermini this year.

Its winning formula is simple – it's a fantastic all-rounder. Spacious, stylish and loaded with equipment, the Fiesta is a best-of-all-worlds supermini that also offers practicality and low running costs together with engaging driving dynamics. So pound for pound, you get an awful lot of Ford for your money – no matter which model you choose from the extensive range.

And as millions of Fiestas have been driven away from dealerships since the car was introduced back in 1976, there shouldn't be a shortage of supply on the used market. The only problem will be deciding which one to choose.

There are certainly plenty of trim levels to suit every budget. The range starts with the entry-level Studio, moves up to the mid-range Zetec and peaks with premium-badged Titanium. If you're after even more punch, you could opt for the sporty Fiesta ST. Most cars are available with either three or five doors, too.

Despite being one of the babies in Ford's model line-up, the Fiesta brings you the driving characteristics and impressive handling of much pricier cars in the range – so you're getting great value for money.

No Fiesta is exactly going to sting your wallet when it comes to filling up, but if fuel economy is a main priority, then we'd suggest opting for a 1.6-litre TDCi ECOncetic diesel, which promises to return an incredible economy figure of 85mpg. However, for most buyers, the turbocharged 1.0-litre EcoBoost engine delivers the most satisfying blend of performance and efficiency, thanks to its healthy 89bhp output and CO<sub>2</sub> emissions of 99g/km.

With economy in mind, Ford servicing is designed to appeal to those on a tight budget too, and the brand's popularity in the UK means you shouldn't have trouble sourcing parts or a mechanic with the skills to fit them. This remains the case whether you stick with a franchised dealer or decide to opt for an independent garage.

FROM £2,950



## DETAILS

### DASH

Cluttered dashboard isn't the easiest to find your way round, yet the Fiesta is pretty well equipped.

### PRACTICALITY

Ford offers lots of room inside and boasts 290 litres of boot space, rising to 974 litres with the rear seats folded.



## COMMENDED

### Kia Rio Mk3

KIA'S seven-year warranty is great news for second-hand car buyers, as there's a good chance you'll pick one up with plenty of cover left. That should make the decision to buy the already low-cost and well equipped Rio even easier.



### EXPERT INSIGHT

James Disdale  
Road test editor

"THE Fiesta is a best seller, but that means there's a huge selection of choice when you come to buy used. It's the perfect first car, too: the lively chassis and responsive engines will build confidence in new drivers. And if the worst should happen, a plentiful parts supply will help keep repair costs low."



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# BEST USED PREMIUM SMALL CAR DS 3

**OUR PICK:** 2010 1.6 THP  
DSport, 23,000 miles £6,750

ONCE again, it's the DS 3 that has stolen the Auto Express gong for Britain's best used premium small car.

That may be surprising news for those who still associate French car manufacturing with flaky reliability and poor residuals. But Citroen has worked hard to give its DS brand its own distinct identity, which has rightly earned it a reputation for being stylish, quirky and reliable. That's no mean feat.

It's worth pointing out, though, that although the DS brand is now going it alone, if you're buying used the vast majority of cars will wear Citroen badging.

The company has carefully managed supply, to help ensure the DS 3 is suitably sought after. Plus, the brand's flirtation with fashion and links with motorsport mean it has appeal across the board, with both male and female drivers of all ages.

Even the entry-level models are well equipped, with a leather steering wheel, cruise control, electric windows and mirrors and air-con. Specials pop up from time to time, too, and the line-up even comprises a convertible model with a peelback roof for those buyers who enjoy the sun.

The entry-level 1.2 VTi is a little sluggish, but all the other engines deliver lively performance – particularly the 153bhp 1.6 THP petrol. A new 1.2-litre turbo is well worth a look, although

## DETAILS

### INTERIOR

Materials used inside are of a decent quality, while cabin still looks stylish, too.

### DRIVE

DS 3 is generally lively to drive, although base 1.2 VTi engine can be a bit sluggish.



prices are still a little high. But it's the DS 3's capacity to be personalised, much like the MINI before it, that really makes the car stand out from the crowd.

A huge list of optional extras can be combined with a choice of five trims, ranging from the entry-level DSign up to the luxurious Ultra Prestige, with its bold leather seats. This all makes for an extremely interesting car on the second-hand

market, as the seemingly limitless potential to customise means no two examples of the DS 3 are likely to be the same.

However, while each car looks different, you can guarantee that all models boast the same desirability, solidity and fun driving experience.

## COMMENDED

### MINI Mk2



MINI is another small car contender that focuses on style, driving ability and customisation, with strong residuals, too.

## EXPERT INSIGHT

**Dean Gibson**  
Deputy road test editor

"THE DS 3 delivers the same kind of personalisation as the MINI without going down the retro route. However, we'd recommend avoiding cars that have been specced up by their owners and go for one of Citroen's own special editions, as you're less likely to suffer from a negative impact on residuals. Pick of the bunch is the flagship Ultra Prestige, which featured plush leather seats and climate control – buy used and you can make massive savings on the steep initial showroom list price."





FROM £3,895

## BEST USED COMPACT FAMILY CAR FORD FOCUS Mk3

OUR PICK 2013 1.0T Zetec 5dr, 39,000 miles £8,450

THE Ford Focus is a firm fixture in the UK's list of best sellers – and the qualities that make it a brilliant new car make it an equally tempting second-hand buy. The latest generation really does offer the best of all worlds: decent quality, comfort and handling. Small wonder, then, that we consider it to be Britain's best used compact family car.

The Focus is very well equipped, and boasts some high-quality details, including a robustly built cabin that features blue-lit instruments and a low-slung driving position.

As you'd expect, the Ford comes in a range of trims to suit all budgets – from the basic Studio to the Titanium X. And as with the Fiesta, buyers can also opt for the high-octane, high-performance ST model, which is one of the best hot hatches on the market. In three-door guise, the 250bhp 2.0-litre EcoBoost ST claims a 0-62mph sprint time of just 6.5 seconds.

But while the Focus is fun to drive, Ford hasn't forgotten about efficiency; the car is lighter than before and thus cheaper to run. The 1.0-litre three-cylinder EcoBoost turbo petrol engine strikes a good balance between lively performance and low running costs, and the 1.6 TDCi ECOnetic diesel claims tax-free emissions of 88g/km and impressive 83.1mpg economy.

Safety equipment, such as six airbags and ESP as standard, has helped the Focus earn a five-star Euro NCAP crash test rating. Look out for models fitted with

### DETAILS

#### DASHBOARD

Centre console is a bit button-heavy, but everything feels solid enough and has been built to last.

#### DRIVING FUN

Whichever version of the Focus you go for, fun is guaranteed – this is the class's best driver's car.



Ford's optional Driver Assistance Pack, too; this adds pre-collision city braking, a lane departure warning system, traffic sign recognition, automatic lights and wipers plus a driver alertness monitor.

The popularity of the Focus means there will be plenty to choose from on second-hand car forecourts, and as with all Fords, parts and servicing should be relatively cheap.

The glut of cars on the market hampers residual values, but while that's bad news for new buyers it ensures there are plenty of used bargains out there.

### COMMENDED

#### SEAT Leon Mk3

HOT on the heels of the Focus is the stylish SEAT Leon – another great all-round compact family hatch that combines rakish good looks with a sporty driving experience.



### EXPERT INSIGHT

Lawrence Whittaker  
Warrantywise CEO

"THE Ford Focus is extremely popular due to its brilliant driving experience and robust chassis, but the latest third-generation version in particular stands out with its stylish design, as well as the huge step forward Ford made in on-board technology. Warrantywise policyholders have reported that this tech doesn't break much, and Ford as a company is in the top 10 in our list of most reliable manufacturers. Even so, if you're thinking about buying a second-hand Focus Mk3, keep an eye out for broken wheel bearings and blown alternators."



# BEST USED ESTATE CAR

# FORD MONDEO Mk4

OUR PICK 2012 Mondeo 2.0 TDCi Titanium, 45,000 miles £8,995



THE Ford Mondeo may historically have had a reputation for being the sales rep's best friend, but the recently replaced fourth-generation model is much more than an everyday workhorse. In fact, it's the enviable combination of unrivalled space, comfort, handling and luxury that has earned the load-lugging version our best used estate car title this year, knocking the Skoda Octavia off top spot.

That's partly because an extra 12 months on the market have seen second-hand values of the cavernous Mondeo come down even further. Prices for early cars start from around £1,500, but the best buys are the well equipped facelift models that debuted in 2010.

Space is clearly crucial for buyers in the estate car class, and for this kind of money, not much else can match the Mondeo. With the rear seats folded flat, there's a whopping 1,733 litres of luggage capacity. That's around 100 litres more than in the new car.

Elsewhere, the interior is roomy and filled with useful storage, and while the quality of materials isn't up to the standard of premium competitors, the Ford is well equipped and robustly built.

The brand's usual range also applies, so you get to choose from Style up to Titanium X trim levels. It's the mid-range Titanium that delivers the best value, however; not only does it bring climate and cruise control as standard, there's also a heated windscreen and a Sony stereo complete with Bluetooth hands-free.

Under the bonnet, the Mk4 Mondeo Estate features Ford's usual wide range of petrol and diesel engines, hooked up to a choice of six-speed manual or six-speed automatic transmissions.

Given its popularity as a company car, it's no surprise to find most examples on used forecourts are powered by tax-friendly diesels. Just bear in mind that the 1.6 and 1.8-litre TDCi engines can struggle to haul the big Mondeo around, so we would recommend the gutsy 2.0 and 2.2-litre variants.

And don't be put off by the repmobile reputation, because this normally means any potential buy will have been serviced to the letter and generally well maintained by fleet managers who can't afford to have their cars off the road undergoing repairs.

There are loads to choose from, but if you find an example with a fully stamped history, the roomy, good to drive, great value Mondeo is the perfect used estate.

FROM £1,500



## DETAILS

### PRACTICALITY

Mondeo provides plenty of space, and if you go for a high-spec Titanium, you get loads of kit.

### DRIVING FUN

Unlike model that's replaced it, the Mk4 family car is thrilling to drive; it's a class leader in this respect.



## COMMENDED

### Skoda Octavia Mk2

IT hasn't fallen very far from grace to our commended spot, as the Mk2 Skoda Octavia is still one of our favourite second-hand estate buys: solid, dutiful and reliable.



### EXPERT INSIGHT

James Disdale  
Road test editor

"THE previous-generation Mondeo could be a desirable model in the future. While the new car is more comfortable and refined, it's lost the Mk4's talent for delivering driving fun. There was no hot flagship, but the Titanium X model powered by the 2.2 TDCi diesel comes close to being a performance estate."



# BEST USED FAMILY CAR

# VAUXHALL INSIGNIA

**OUR PICK** 2012 1.8 SRi 5dr, 30,000 miles £6,590



FROM £2,500

WITH its sharp styling, decent handling and generally excellent value for money, the Vauxhall Insignia is not surprisingly the star turn in the family car category of our Used Car Awards.

But it's a miracle the Insignia is here at all. It was launched in 2008 in the wake of Vauxhall's parent company, General Motors, filing for bankruptcy protection, making the investment in a high-quality family car seem risky at best.

But the company's departure from its bland, 'does-what-it-says-on-the-tin' reputation was the best decision

it could have made. The Vectra replacement's coupé-like looks turned heads then, and still do now.

A facelift in 2013 made improvements to styling, quality and driver engagement, with a refreshed cabin that reduced the number of buttons on the centre console. All Insignias now feature a touchscreen to navigate the main functions and those with sat-nav come with a touchpad you can use to write characters.

With 530 litres of boot space, it's also one of the most practical cars in its class. Picking the right engine and trim is the toughest challenge facing potential

Insignia buyers, however, as there are a staggering 70 variations on offer.

The five-door 140bhp 1.8i kicks off the line-up, while at the other end of the range is the 168bhp 2.0 CDTi Elite Nav auto, for £10,000 more new. Elite spec brings leather, dual-zone climate control and 18-inch alloys – but the price gap is much smaller used.

Engine highlights include the efficient 2.0 CDTi ecoFLEX diesel, while the 168mph VXR SuperSport is one of the fastest four-door saloons on sale in the UK. Like the Ford Mondeo, the Insignia is a fleet favourite, so don't be surprised to find three-year-old models with big miles. Yet that doesn't necessarily mean you should steer clear, particularly if you buy via Vauxhall's approved used scheme, Network Q.

## DETAILS

### INTERIOR

Cabin was given a facelift in 2013, but even early cars feature quality feel.

### PRACTICALITY

Insignia is among best in class for boot space, with 530 litres. There are also over 70 trim variations to choose from.



USED CAR AWARDS WINNER 2015  
BEST FAMILY CAR VAUXHALL INSIGNIA

## EXPERT INSIGHT



James Disdale  
Road test editor

"INSIGNIAS are cheap because there are so many of them, but that means you can be choosy about which model you go for. Buy via Vauxhall's Network Q approved used scheme, and you get 12 months' warranty and roadside assistance, plus you can tap into its servicing and finance schemes, too."



## COMMENDED

### Skoda Superb Mk2

THE Superb is another great pick in this class with excellent engines and a TwinDoor tailgate which allows saloon and hatch openings.



FROM £4,795



Lawrence Whittaker  
Warranty Wise

"IT'S not just our road testers who love the Yeti; owners do, too. It's a stalwart in our annual Driver Power customer satisfaction survey – a three-time winner and never outside the top two. Owners praise its practicality, which doesn't come at the expense of ability on the road, either. Plus, as it's been on the market since 2009, it's proven reliable and well built, and a mid-life facelift has helped keep it fresh."

# BEST USED CROSSOVER SKODA YETI

**OUR PICK** 2010 1.2 TSI SE, 22,000 miles £8,600



THERE'S nothing mythical about the appeal of Skoda's practical crossover, the Yeti. The car's been selling like hotcakes almost since its launch in showrooms back in 2009, because it's immensely practical, reliable and fantastic value for money.

That's also why it's been a consistent top performer in our Driver Power satisfaction surveys – it debuted at number two in 2011, and followed that up with three overall wins and then second place this year. That's a staggering track record. The Yeti is no supermini on stilts, either – it's a capable off-roader kitted out with mud-plugging must-haves such as hill descent control and even all-wheel-drive on some versions.

Yet the off-road looks disguise genuinely car-like responses on the road. Both front and four-wheel-drive models offer sharp steering and are surprisingly fun in corners, with less body roll than the Nissan Qashqai.

The car's boxy shape makes for a spacious cabin, too. The large, flat tailgate opens to reveal a 416-litre boot, but an impressive 1,580 litres of space overall when the seats are folded. And while the well built interior is plain, there's plenty of scope to get a more upmarket feel by moving up the trim levels from the basic S up to the top-spec L&K (Laurin and Klement).

Fuel economy is impressive across the line-up, too, so you can easily opt for the punchy 1.2 TSI petrol – unless you're covering serious miles. The 1.8 TSI comes with four-wheel drive and gives the Yeti hot hatch-like

## DETAILS

### INTERIOR

Yeti continues Skoda's tradition of well laid out and equipped cabins that feature quality materials.

### HANDLING

Bulky crossover is more than capable off-road, yet despite its size, it maintains car-like feel in corners.



performance, while the 1.6 TDI diesel in the GreenLine offers penny-pinching running costs.

A number of upmarket special editions have also been offered – including the popular and well equipped Monte Carlo.

Excellent residuals of around 48 per cent after three years' ownership make the Yeti a decent investment, too, although second-hand buyers should adjust their expectations accordingly when it comes to agreeing a price.

## COMMENDED

### Suzuki SX4 S-Cross

THIS late arrival to the crossover sector boasts efficient engines and the option of four-wheel drive, making it a worthy opponent to the Yeti.





FROM £3,250

## BEST USED COMPACT SUV HONDA CR-V Mk3

OUR PICK 2010 2.2 i-CDTI EX, 29,000 miles £10,750

THE Honda CR-V was one of the original pioneering compact SUVs to hit British forecourts when it was launched back in 1990. So it's only fitting that it's winning awards in this class a quarter of a century later – yet it's still an amazing achievement.

The CR-V is now in its fourth generation, but it's the Mk3 model that's taken the honours in our used compact SUV category this year.

And the reason for this is simple: this car is immensely practical, incredibly reliable and agile to drive, too – making it the perfect second-hand car for a buyer on a budget.

It's true that the CR-V is probably a lot happier on tarmac than off the beaten track, but you can forgive that of a compact SUV with so much to offer. It also stands at the top of the class for cabin space, for example, with a spacious load bay, versatile rear seats and a roomy interior.

The Honda is generously equipped, too. The range is made up of S, SE, SR and EX models, which all include alloy wheels, climate control, cruise control and electric heated door mirrors as standard. Only the SR and range-topping EX models get sat-nav as standard, but all versions come with electric windows and air-conditioning.

The engine line-up is limited to either a 2.2-litre diesel or 2.0-litre petrol, both of which boast 148bhp. However, while the petrol is smooth,

### DETAILS

#### CABIN

CR-V is among the most spacious SUVs on sale, and cabin is solidly built, if lacking a little flair.

#### EQUIPMENT

All versions get air-conditioning and electric windows, while sat-nav is fitted on top-spec SR and EX models.



the diesel is more eager and delivers far better fuel economy and lower CO<sub>2</sub> emissions of 173g/km.

Buyers also have the option of choosing between a six-speed manual or a five-speed automatic gearbox, both of which are paired with a permanent four-wheel-drive transmission.

The icing on the cake is Honda's great reputation for reliable cars – a fact that's backed up by owners' ratings in our annual Driver Power survey. This year, although it was ranked 18th overall in our manufacturer chart, it was rated an impressive fourth for reliability.

### COMMENDED

#### Ford Kuga Mk1

SHARP looks and handling make the original Kuga a hugely desirable SUV. Prices have fallen since a new model arrived, while diesel Zetecs are the best value.



### EXPERT INSIGHT

**Joe Finnerty**  
Consumer editor

"AGE finally caught up with the Honda CR-V this year, as the Mk3 fell to 121st place in Driver Power. But that's no disgrace, as the model was last in production almost four years ago and before 2015, it'd been a consistent performer, recording a string of top 20 finishes. Owners praised its build quality and reliability, plus its comfort and ride, which should stand the CR-V in good stead as a great used purchase."



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### EXPERT INSIGHT



James Disdale  
Road test editor

"If you want a seven-seater, but aren't ready for a people carrier, the Santa Fe is a great choice. While the rearmost row of seats is a little bit cramped, it should be fine if it's only for use on the odd occasion. Plus, the cabin feels pretty sturdy, so should stand up to plenty of hard family use."

FROM £2,795



## BEST USED LARGE SUV HYUNDAI SANTA FE Mk2

**OUR PICK** 2011 2.2 CRDi Premium, 65,000 miles £10,600

THE second-generation Santa Fe 4x4 marked a big step forward for Hyundai. Not only did it serve up massive practicality, decent efficiency and appealing looks, the material quality and driving dynamics were much improved over some of the company's more agricultural models from the past. We rated this SUV highly when it was introduced to showrooms back in 2006, and it's now a great-value choice for second-hand buyers.

At launch, the Santa Fe was available with a choice of petrol V6s, but these engines were more suited to the US and Chinese markets. We'd advise you to steer clear; the only motor to go for in the UK is the 2.2-litre four-cylinder turbodiesel, which delivers lots of low-down performance and smooth pulling power that'll help if you're going to tow a trailer or caravan. A solid four-wheel-drive system means strong off-road performance (although entry-level models were front-wheel-drive only), plus reliability should be sound.

Prices range from around £4,500 for an early car to £15,500 or so for a late-model Santa Fe. If you pick up a 2011 or 2012 example, you'll still have a few years left on Hyundai's standard five-year warranty.

Three trim levels were offered in the UK: GSI, CDX and CDX+. The amount of equipment on offer was reasonable, although we'd recommend a CDX or top-of-the-range CDX+. It's also worth noting that seven seats were an option, so if you'll be carrying

### DETAILS

#### INTERIOR

Dash features loads of kit no matter which version of Santa Fe you go for, and late models get balance of five-year warranty.

#### RIDE HEIGHT

Great view of the road is guaranteed; just remember that seven seats weren't standard on all cars.



lots of passengers, ensure any potential buy comes with these. Fold the rearmost seats flat and there's 969 litres of boot space, which increases to 2,213 litres with the middle row also folded.

The Santa Fe isn't quite as efficient as some more modern diesels – especially if you go for an auto – so CO<sub>2</sub> emissions of 191g/km for the manual mean it'll now cost £265 a year to tax. But with eight airbags, heated leather seats, climate control and sat-nav all coming as standard on CDX+ cars, you could pick up a well equipped off-roader for not much money.

### COMMENDED

#### LAND ROVER DISCOVERY 4

AN all-new Disco is due next year, but while some of the current version's tech is over a decade old, Land Rover has increased the car's power and efficiency, and boosted quality.



# BEST COMPACT EXECUTIVE CAR

# BMW 3 SERIES F30

**OUR PICK** 2012 320d EfficientDynamics, 74,000 miles £11,700



SINCE the 3 Series launched back in 1975, BMW has been refining the recipe to ensure that its premium saloon stays at the top of the compact executive class – and this sixth-generation model is proving incredible value for money.

It's just been facelifted, with the first examples now hitting the road, so the F30 3 Series that went on sale in 2012 is looking even more affordable. Prices start from under £10,000 for a 320d EfficientDynamics – probably the most popular 3 Series on the second-hand market – so with the promise of 68.9mpg fuel economy and 109g/km CO<sub>2</sub> emissions equating to £20 road tax, this is a thoroughly modern family saloon for the price of a brand new city car. You're certainly getting a lot of metal for your money here.

One thing that's common across the range, from the entry-level petrol cars to the top-spec turbodiesels, is the superb handling and civilised, composed ride. This is even better if you find an example with the optional adaptive dampers, which offer supple damping in Comfort mode and taut body control in Sport.

Many BMWs may have been fleet cars in the past, so with three years having passed since the car was launched, you can expect to see plenty of second-hand examples coming on to the market. This might mean big miles at the cheaper end of the scale, but with regular servicing there shouldn't be much to worry about, as the tech in the 3 Series is shared across BMW's line-up and has proven reliable.

Most examples will come equipped with desirable features such as sat-nav and parking sensors, and as the 3 Series regularly outsells more mainstream rivals such as the Mazda 6 and Volkswagen Passat, there'll be lots of choice on used forecourts.

Interiors tend to wear well thanks to the use of high-quality materials – because supply is plentiful, you can afford to be picky and steer clear of examples with badly worn upholstery. As long as you find a car that's been well maintained, it's difficult to go wrong.

The 3 Series has a reputation for serving up huge driving enjoyment on even the most mundane journeys, so with only a few minor differences between the newly facelifted car and this one, you could pick up a bargain premium saloon fit for all occasions.

**FROM £9,500**



## DETAILS

### DRIVING FUN

Nothing can match 3 Series in its class for behind-the-wheel thrills, whether you pick an entry model or a range-topper.

### INTERIOR

Leather can make a car easier to sell on in future, plus steer clear of models with badly worn cabins.



## COMMENDED

### Lexus IS 220d

IT seems a leftfield choice with Audi's A4 and Mercedes' C-Class going for a song, but a used IS gives access to superb service, with Lexus topping our Driver Power dealer survey yet again this year. The 220d will be great for high milers, but the manual gearshift is a little clunky.



## EXPERT INSIGHT

**Lawrence Whittaker**  
Warrantywise CEO

"THE 3 Series is perhaps the perfect compact exec – this F30 model in particular. Its N20 engine has won awards, its chassis is designed to maximise rear legroom and the suspension gives levels of comfort this model had never seen before. Warrantywise has replaced DPFs, turbos and fuel injectors on the 3 Series."



# BRITAIN'S BEST USED CARS EXECUTIVE CAR

FROM £6,500

**OUR PICK:** 2012 2.2D Luxury, 77,000 miles £16,000

WITH air vents that rotate out of the dash and a gear selector that rises from the centre console, the XF feels special from the moment you climb inside. The cabin proves that this big saloon boasts plenty of style, but it's not short of substance, either. And as a new model has just arrived, values of used XFs have taken a slight dip – making Jag's executive four-door even more affordable.

Eight years have passed since we first saw the XF, and time has been kind to the design. A facelift in 2011 saw a new four-cylinder diesel with stop/start and an eight-speed automatic gearbox added to the range, which cut CO<sub>2</sub> emissions as low as 135g/km.

These cars have been favourites with company car users, and if you're after low running costs, the 161bhp 2.2-litre is the one to go for. However, the 3.0-litre V6 turbodiesel is a lovely unit, too, with lots of smooth torque and a refined engine note.

Ex-fleet cars that have spent a past life pounding motorways will have plenty of miles on the clock, but quality is almost on a par with rivals from BMW and Mercedes, which means the classy interior should still look and feel fresh.

It might not be as sharp to drive as a 5 Series, but with 4.2-litre V8 petrol and 5.0-litre supercharged R models looking like great value, there are still plenty of thrills on offer if you're after a fast, luxurious saloon that'll transport the family and be enjoyable to drive.

Jaguar added a Sportbrake estate model in 2012 for more practicality, with a maximum 1,675 litres of boot space. There aren't any confirmed plans for a load-lugging version of the new XF yet, so if you want to buy British in this class, it'll have to be a used example. Prices start from £6,500, which buys you an early V6 diesel. Budget around £10,500 for a 2.2 diesel, while an estate will cost you about £2,500 more.

## DETAILS

### INSIDE

Jaguar's stylish, high-quality cabin adds a sense of occasion whenever you get behind the wheel.

### CLASSY ADDITIONS

Gear selector rises from the centre console, while air vents rotate out of dash.



USED CAR AWARDS WINNER 2015  
BEST EXECUTIVE CAR JAGUAR XF

## BEST USED EXECUTIVE CAR JAGUAR XF



### EXPERT INSIGHT

**Joe Finnerty**  
Consumer editor

"IT may have been around for eight years, but the XF continues to be a star for owners, who rank it consistently highly in our Driver Power survey. It was our overall winner in 2009, and was named Car of the Decade in 2011, as the best performing model in 10 years of Driver Power. Despite its age, it was a healthy 23rd in 2015. Owners say it's got best in class ride quality, while performance and ease of driving are also impressive."

### COMMENDED

**BMW 5 Series F10**



THE 5 Series is great to drive, refined and feels upmarket, and you can pick up a current-generation car for just £9,500. Plus, there's a wide choice on the market of petrol and diesel, saloon and estate models.

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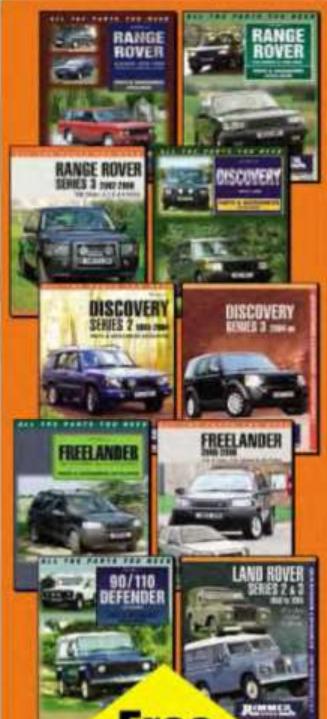


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**USED CAR AWARDS WINNER 2015**  
BEST COUPE  
PEUGEOT RCZ

## EXPERT INSIGHT

**Joe Finnerty**  
Consumer editor

"PEUGEOT'S Audi TT rival first hit showrooms in 2010, so its debut appearance in our Driver Power survey two years ago was extremely impressive, as it ranked as the top sports car ahead of far more prestigious and pricey alternatives. In 2015, newer models may have surpassed it, but owners still rank its performance and handling, while the striking styling helps to keep the RCZ looking thoroughly modern. As a used buy, it makes a lot of sense."

FROM £8,500

# BEST USED COUPE PEUGEOT RCZ

**OUR PICK** 2010 1.6 THP 200 GT, 48,000 miles £10,900

If you want to get the look for less, then Peugeot's RCZ perfectly fits the bill. The sleek coupé still appears as fresh and desirable as it did upon its debut in 2009. With its gaping grille, distinctive, silver-finished roof rails and concave rear glass, the Peugeot looks as though it's driven straight off a car designer's drawing board.

Inside, the RCZ borrows its dashboard and switchgear from the humble 308 hatchback. Yet while that sounds a little humdrum, the addition of some neat trim stitching and a large analogue clock helps to give the cabin a lift. GT models go one stage further with the addition of leather seats. The rear bench itself is very cramped, but it can be folded flat for extra storage to complement the generous 309-litre boot.

Built under contract by famous coachbuilder Magna Steyr in Graz, Austria, the RCZ is more robust than you'd expect. Plus, it has been a consistently strong performer in our Driver Power satisfaction surveys. Owners have praised its durable mechanics and reasonable running costs, which make it as relaxing to own as a family hatchback.

Of course, there's more to a top used coupé than good looks, decent practicality and solid build quality – it has to be good to drive, too. A wide track and wheel-at-each-corner stance deliver strong grip and agility, while even the 136bhp 2.0-litre diesel and entry-level 156bhp 1.6-litre turbo serve up eager

## DETAILS

### CABIN

RCZ's interior doesn't exactly scream sporty coupé, as the dash and switchgear have been borrowed from the 308 hatch.

### ADDITIONS

Even so, the smart analogue clock at the top of the dash and neat trim inserts give the cabin a lift.



acceleration. At the top of the range is the track-honed R model with bespoke suspension and 266bhp.

However, our pick is the 197bhp 1.6 THP model, as it strikes the perfect balance between scorching performance and low running costs, plus its revised front suspension and steering sharpen the drive.

Yet despite its glamour, strong performance and agile handling, the coupé is hobbled by not wearing a premium badge, meaning prices are surprisingly low. That's great news for used buyers, because it makes the RCZ a car you can buy with your heart and head.

## COMMENDED

### Toyota GT86

OLD-school rear-wheel-drive handling and a rev-hungry naturally aspirated engine make the GT86 a fine choice for keen drivers. Yet it's also surprisingly practical and robustly built.



# BEST USED MPV

# CITROEN GRAND C4 PICASSO



USED CAR AWARDS WINNER 2015  
BEST MPV CITROEN GRAND C4 PICASSO

OUR PICK 1.6 e-HDI  
VTR+, 23,500 miles  
£13,500



FROM £13,500

WHEN it comes to practical family transport, the latest Citroen Grand C4 Picasso is tough to beat, and with the first examples of the stylish MPV now landing on used car forecourts, it looks a bargain, too.

Not only do you get a space-age shape that helps the car appear more exciting than most people carriers, but the interior has a futuristic appearance, too. The dash features two touchscreens – both are full-colour LCD displays on top-spec Exclusive models – while the windscreens stretches over the heads of driver and passenger to provide an airy feel.

Middle row seats slide and fold individually, and the two folding seats in the boot are easy to operate. Its wide-opening tailgate provides good access to the boot, which has 632 litres of space in five-seat mode and 2,181 litres with all the seats folded.

The Grand C4 Picasso was one of the first cars based on Citroen's latest platform, so it's composed to drive, while owners praised its running costs in our Driver Power 2015 satisfaction survey. Reliability used to be a bit of an issue with Citroens, and although it's too early to tell how well the latest Picasso is doing, if you buy an approved used model, you'll get a 12-month warranty for added peace of mind.

At the top of the range, Exclusive and Exclusive+ cars come loaded with kit, but VTR+ has a decent haul, with climate control, rear parking sensors, an electric handbrake and folding tables for the middle seats.

## DETAILS

**FUTURISTIC**  
Double touchscreen display on the dash keeps the Picasso's cabin looking fresh and upmarket.

**PRACTICALITY**  
Rearmost seats are easy to fold up and down, while boot space of 632 litres with the car in five-seat form is decent.



## COMMENDED

Ford Galaxy Mk2

PRICES start low for the outgoing Galaxy, but that's because it's popular with private hire companies. Up your budget to £10,000, and you'll get a well equipped car with a low mileage.





FROM £3,000



Lawrence Whittaker  
Warrantywise CEO

"THE MX-5 has been a big favourite for decades, and the Mk3 version has to be the most reliable drop-top around. Our figures show that Mazda keeps delivering reliable cars, and the MX-5 is no exception – even though it accounts for 11 per cent of Mazdas on risk, it makes up only two per cent of Warrantywise Mazda claims."



## BEST USED CABRIOLET MAZDA MX-5 Mk3

**OUR PICK** 2.0i Sport soft-top, 7,000 miles £8,000

THE first Mk3 Mazda MX-5s are now a decade old and represent affordable thrills – wind-in-the-hair motoring doesn't come much better. It has delivered sports car fun for over 25 years, and while the third-generation model was bigger than its predecessors, that only adds to its usability as an everyday sports car.

This cabriolet has a strong reputation for reliability, and as it's a fair-weather car, you can find plenty of examples with a low mileage. Hard-top models don't command a premium over the soft-tops, and we'd go

for the latter purely for its more convenient manual opening, which you can do with one hand and even on the move. Sport models feature larger 17-inch alloys, but they don't affect the ride too badly and fill out the MX-5's bulbous wheelarches better than the 16-inch rims.

The roadster was facelifted in 2009 with sharper lights and a new bumper, and these cars are starting to head towards the £10,000 mark now that the fourth-generation model has arrived. Whichever version of the MX-5 you go for, you're guaranteed a thrilling drive thanks to the sharp chassis, communicative steering and responsive controls.

Putting the roof down lets you take in the aural joys, too. And as long as you only need two seats, it's also a pretty practical choice, with enough room in the boot for a couple of overnight bags. Add in Mazda's excellent reputation for reliability, and the MX-5 is a surprisingly sensible choice for delivering open-top fun.

### DETAILS

#### DRIVING POSITION

Driver sits low inside the MX-5, giving the car a sporty feel.

#### SOFT-TOP

Roof can be folded on the move with ease. Plus, the car sounds great with the top down.



### COMMENDED

**Audi A4 Cabriolet**

THE A4 is a great four-seat convertible choice. And as production stopped in 2009, you can bag a well equipped, low-mileage model for £10,000.



# BEST USED SPORTS CAR

# VW GOLF GTI Mk6

**OUR PICK** GTI three-door manual, 51,000 miles £11,980



THE previous-generation Volkswagen Golf GTI is a tempting choice, with prices starting to fall since the arrival of the Mk7 model. It's a development of the Mk5 GTI, which reinstated VW's pioneering performance car as a force to be reckoned with in the hot hatch class.

The punchy 2.0-litre TSI petrol turbo was treated to a power boost of 10bhp, taking the total to 207bhp. Plus there's plenty of mid-range torque, making the GTI great for overtaking. Furthermore, the agile chassis ensures it's entertaining through corners.

Rewards to the suspension meant that the larger 18-inch alloy wheel options on the sixth-generation car delivered a better ride than with its predecessor – which is a bonus, as they look better than the standard 17s.

You can pick up a Mk6 Golf GTI for as little as £9,000, for a well-kept car with fewer than 100,000 miles on the clock. Spend a little more, and there are some excellent models to choose from. Pick from three or five doors and six-speed manual or DSG gearboxes, while later examples from 2012 onwards featured leather trim as standard and the LED tail-lights from the Golf R. We'd also choose white or red paint to help the GTI stand out from the rest of the Golf range.

Around £12,000 is enough for an average-mileage three-door manual example. Add another £2,000, and you can get your hands on a limited-run Edition 35 anniversary model with exclusive wheels and extra kit.

FROM £9,000



## DETAILS

### HANDLING

GTI is fast and lots of fun in corners, while suspension provides better ride quality than in the Mk5 model.

### GEARLEVER

Golf ball gearshifter is one of many neat interior touches; you also get sporty flat-bottomed wheel.



## COMMENDED

### Porsche Boxster Mk2

A BLEND of open-top thrills and a sharp, involving chassis means the Boxster can't help but put a smile on your face. Prices start from £9,000 for high-mileage models; double your money, and you can easily buy something with less than 20,000 miles.



## EXPERT INSIGHT

James Disdale  
Road test editor

"THE Mk6 Golf GTI is an evolution of the Mk5, and while it's not quite as sharp as the latest Mk7, it's still an entertaining family car that delivers sporty handling and hatchback practicality in a tempting package. The three-door looks more sporty, and the DSG auto takes the strain out of everyday use, but the manual car is more involving to drive."



FROM £16,000

## BEST USED LUXURY CAR JAGUAR XJ

**OUR PICK** 2010 3.0D Premium Luxury LWB, 49,000 miles £23,216

AFFORDABLE luxury is what cars at the prestige end of the market are all about. High list prices when new – often breaking the six-figure mark at the top of the scale – low demand and relatively high running costs mean these models suffer from serious depreciation in the first couple of years. But that makes them a great pick for used buyers who want luxury for the price of a well specified hatchback.

And in 2015, there is no better second-hand choice than the Jaguar XJ. The current Ian Callum-designed car ditched the retro styling of past models in favour of a more modern look, and while it won't be to all tastes, the XJ stands out from traditional luxury cars. Aluminium underpinnings save weight and improve agility, but inside, the XJ delivers club class refinement.

There are long and short-wheelbase bodystyles, but whichever you choose, the XJ is a surprisingly agile performer. The payoff is a firm ride that means the XJ isn't the last word in cruising refinement, but you'd hardly call it uncomfortable.

The XJ has been on sale for five years now, and used prices currently start from a staggering £16,000. That will get you a car with more than 100,000 miles on the clock, but increasing your budget to around £23,000 will get you a lower mileage example.

The long-wheelbase version delivers the most comfort, while all models get an automatic gearbox, and Jaguar's 3.0-litre V6 diesel has enough performance to make the thirsty petrol cars seem unnecessary. Premium Luxury trim comes with a kit list as long as your arm, while options such as heated rear seats and a TV package are worth having.



### EXPERT INSIGHT



**Dean Gibson**  
Deputy road test editor

"**OWNERS** voted the XJ the best executive car in our Driver Power 2015 satisfaction survey, yet it was marked down for reliability. We know of past issues with the car's TFT dashboard going blank, although Jaguar's constant software updates should make a dealer-serviced example less likely to go haywire."

### COMMENDED

#### Bentley Continental Flying Spur Mk1

LOOK no further if you want some hand-crafted British luxury for less than a third of the original asking price. The first Flying Spur has 4WD and a 6.0-litre W12 engine, and nothing comes close for refined, upper-class travel for £30,000.



### EXPERT INSIGHT



**James Disdale**  
Road test editor

"WHILE the VW Group's emissions cheating software has cast a shadow over its diesel engines, the reality is that the 1.6 and 2.0 TDI engines are still good in every other respect. Even if the engines involved are recalled to be retuned, it's unlikely owners will suffer any kind of retrospective tax penalty. Residuals may take a bit of a hit in the short term, but for used buyers, that means you'll get a Yeti for even less. And if you're nervous about the whole affair, the 1.2 TSI petrol (below) is an excellent engine, too."



**DETAILS****INTERIOR**

Cabin is solidly built and well laid out, while boxy body ensures there is plenty of space for occupants.

**STYLING**

Our pictures show pre-facelift model. Yeti was revised in 2013, and is now sold as a standard version or as more rugged Outdoor.

**USED CAR OF THE YEAR****SKODA YETI****WHY IT WON** Crossover is a do-it-all family car, from £5k

THE Skoda Yeti has more than proven itself as a new car, and today it's more desirable than ever as a second-hand buy, which is why it's our 2015 Used Car of the Year. Prices range from £5,000 to £25,000, and the wide variety of trim levels means there's a model to suit different needs, from basic family-friendly transport to an upmarket crossover packed with kit.

Of course, you get what you pay for, and £5k will only secure a high-mileage example, while entry-level S trim is pretty basic. But that big, boxy body means there's enough room inside to rival some van-based MPVs, and it'll take plenty of family use in its stride.

Mid-spec SE and slightly higher spec Elegance models offer decent kit, and can be upgraded with the likes of leather and sat-nav, while the flagship Monte Carlo and Laurin & Klement are among the best equipped crossovers when it comes to luxury kit.

The engine line-up is comprehensive, too. If you're doing high miles, then the diesels are a better choice, and the 2.0 TDI is especially useful if you need a car for



towing – although bear in mind that there is some uncertainty surrounding all VW Group diesels at present in light of the recent emissions test scandal.

Four-wheel drive is available too, although this is geared towards improved on-road traction rather than hardcore off-roading. If you're going to cover fewer miles, then the range of petrol engines is worth a look. The 1.2 TSI turbo is surprisingly potent, and has more than enough power for most needs. The larger 1.4 TSI

delivers a bit more punch, while the 1.8 TSI was four-wheel drive only. The responsive DSG twin-clutch gearbox is available with most powertrains.

The ownership experience is first class, too, with the Yeti a three-time winner of our Driver Power survey. Plus, the dealer network is rated highly, and all Yetis under six years of age and bought from a franchised showroom come with a vehicle status check and 12-month warranty and roadside cover.

Visit [autoexpress.co.uk](http://autoexpress.co.uk) for the latest new cars and drives



## Out in front?

We see if Vauxhall's new Astra can lead the way in the family hatch class as it meets rivals from SEAT and Ford

**AE** IT'S judgement day for the new Vauxhall Astra. The British-built hatchback is a very important car for the brand, as it aims to finally take the spoils at the top of the class.

Vauxhall has given the model a thorough overhaul, with cleaner yet more powerful engines, a new platform and plenty of weight saving under the skin. So how does the new Astra measure up against its rivals? We've lined up two tough contenders for its first test.

First up is the SEAT Leon. It's our reigning compact hatchback champ and has seen off some talented opposition to hold on to its crown. But can the Astra finally topple it?

We've also pitched the Vauxhall against its arch-rival for fleet sales: the Ford Focus. We're testing diesel versions of all three, so the Astra, with 1.6 CDTi power, will need to overcome the Focus in 1.5 TDCi guise, as well as the Leon 1.6 TDI Ecomotive. The question is, does it have enough talent to shine through?

Pictures: Otis Clay Location: Bruntingthorpe Proving Ground, Leics



### SEAT Leon 1.6 TDI SE Ecomotive Tech Pack

Price: £21,475

Engine: 1.6-litre 4cyl, 108bhp

0-60mph: 9.9 seconds

Test economy: 58.0mpg/12.8mpl

CO<sub>2</sub>: 87g/km Annual road tax: £0



### Vauxhall Astra 1.6 CDTi SRi Nav

Price: £21,480

Engine: 1.6-litre 4cyl, 134bhp

0-60mph: 8.7 seconds

Test economy: 53.4mpg/11.7mpl

CO<sub>2</sub>: 103g/km Annual road tax: £20



### Ford Focus 1.5 TDCi Zetec

Price: £19,795

Engine: 1.5-litre 4cyl, 118bhp

0-60mph: 9.8 seconds

Test economy: 49.4mpg/10.9mpl

CO<sub>2</sub>: 98g/km Annual road tax: £0

### MODEL TESTED: Vauxhall Astra 1.6 CDTi SRi Nav

PRICE: £21,480 ENGINE: 1.6-litre 4cyl, 134bhp

**AF** BOASTING more technology, greater efficiency and sharper styling, the new Vauxhall Astra stands a real chance of stealing the compact hatch class crown from the SEAT Leon. Here, we test the £21,480 SRi Nav model to see if it has what it takes.

### Styling 4.2/5

VAUXHALL'S design language has subtly evolved over the years to the point where this new Astra is one of the most striking-looking models the British brand has ever built. From the sporty front bumper and grille to the swept-back headlamps and sharp creases running down the flanks, Vauxhall's new family hatch stands up to visual scrutiny next to the SEAT and looks more interesting than the bland Ford.

A rising window line follows the ridge running through the door handles, culminating in a flick that almost meets the roof at the top of the bootlid. While this reduces rear visibility, the extra design element gives the Astra an athletic stance in profile, helped by Vauxhall's trademark door scallops.

Narrow tail-lights mounted high up continue the sporty theme, while a boot spoiler and narrow rear window make the car look more compact.

Astras of old featured decent interior quality, but this new car is a big leap upmarket. Climb inside, and even on this mid-spec SRi Nav trim, there's soft-touch plastic on the dash, high-grade leather for the steering wheel and gearlever, plus lots of piano-black plastic to give the car a premium feel. Compared to the functional interior of the Focus, it blends practicality with design nicely.

There's a handy digital display between the rev counter and speedo that shows plenty of customisable driving data, while an eight-inch colour touchscreen also sits above the £395 optional climate control system and dominates the dash. It's a little chunky to use in comparison to Ford's impressive SYNC2 infotainment pack, but it's bright, clear and easy to read at a glance.

Best of all, the new Astra SRi costs £970 less than its predecessor, and if you go for the SRi Nav trim tested here, you get lots of equipment for an affordable £21,480. This is £1,685 pricier than the Focus, although features like sat-nav and cruise control come as standard. It's only £5 more than the less powerful SEAT, too, and with SRi models boasting Vauxhall's OnStar service, 17-inch alloy wheels and a Driving Assistance Pack – which includes a front camera system – there'll be no quibbles when it comes to equipment.

### Driving 4.5/5

THIS new Astra is up to 200kg lighter than the old Mk6 version, which brings big benefits when it comes to performance, ride and handling, while the car's 1.6-litre turbodiesel is more powerful than its rivals' engines, delivering 134bhp. This showed in our performance tests, where the Vauxhall sprinted from 0-60mph in 8.7 seconds.

Thanks to its 320Nm torque figure (50Nm up on the Ford and a considerable 80Nm more than in the SEAT), it was the best on test when it came to in-gear acceleration, too. From 50-70mph in sixth,

the Astra was nine-tenths faster than the Focus and a considerable 4.9 seconds quicker than the Leon. This sprinter's performance was reinforced in our 30-50mph test in third and fourth, while the Vauxhall's 8.3-second acceleration time through the gears from 30-70mph rams home its straight-line advantage.

And because of the amount of torque on tap, the engine's flexibility means you don't have to work it or the six-speed manual gearbox too hard. The 1.6-litre Whisper diesel pulls smoothly from low down, and although it doesn't exactly live up to its quiet name when you rev it hard, it's nicely refined in normal driving with wind noise extremely well isolated.

That gearbox isn't quite as precise as the Leon's mechanical-feeling transmission, but the Astra's shift action is light. Plus, the throw is a good length, so it doesn't get in the way of quick driving. Steering is light, too, and while there isn't loads of feedback, it is quick. That means you can make the most of the grip on offer and place the car easily in bends.

Vauxhall opted for a different rear suspension design here to help with packaging, and although it might not be as sophisticated as the Ford's multi-link set-up, the ride is still composed and much more compliant than its predecessor's. You'll feel bumps, but the dampers take the edge off them nicely and control the body tightly so you can carry speed in total safety. SRi models also have the option of Sport mode, which adds extra weight to the steering and makes the car feel more solid on twisty roads.

### Ownership 3.8/5

EURO NCAP hasn't yet assessed the new Astra's safety performance, but it should have just about enough electronic driver aids and equipment to retain its predecessor's five-star rating. The Vauxhall comes with ESP, six airbags, OnStar and features such as lane departure warning with lane assist, traffic sign recognition and collision alert with autonomous braking as part of the standard-fit Driving Assistance Pack.

Compared to its rivals, Vauxhall's showing in our Driver Power 2015 satisfaction survey was rather poor. It finished in 30th place – just two places from bottom. However, its dealers were ranked higher for service than fellow volume seller Ford, in 19th position. Customers praised its value for money in particular, and with the brand's £570 three-year servicing package matching Ford's offering to the pound, it's not hard to see why.

### Running costs 3.8/5

ALTHOUGH it's well priced and generously equipped, the Astra loses a little ground on its rivals in terms of running costs. It recorded impressive 53.4mpg economy on test, yet CO<sub>2</sub> emissions of 103g/km mean it attracts the highest Benefit in Kind rate here, at 18 per cent. As a result, higher-rate company car drivers will pay £172 and £200 more per year to run the Astra over the Leon and Focus respectively. Both rivals emit less than 100g/km, so will be £20 cheaper to tax as well.

With identical residual values to the SEAT, at 41.2 per cent, the Vauxhall will depreciate by £12,630 over three years, while the cheaper Ford will be worth roughly the same amount after three years, at £8,801. However, factor in the Astra's extra kit and lower price tag than its predecessor, and it looks like great value.

**"Vauxhall's hatch stands up to visual scrutiny"**



# Vauxhall A





### Testers' notes

"Vauxhall's OnStar service won the Technology Award at our 2015 New Car Awards for good reason – no other brand can offer anything similar. It's a clever package that gives you 24/7 access to advisors over the phone for destination downloads to your car, but it'll also call the emergency services automatically in a crash. You can turn the car into a Wi-Fi hotspot and use a smartphone app to check features, such as tyre pressures."



**James Disdale** Road test editor

### Ride

ASTRA is a lot more composed and compliant than its predecessor, while there's plenty of shove thanks to the 320Nm torque output



# Astra



**CO<sub>2</sub>/tax**  
103g/km  
£20 or 18%



**Practicality**  
Boot (seats up/down)  
370/1,210 litres



**Performance**  
0-60/30-70mph  
8.7/8.3 seconds



**Braking**  
70-0/60-0/30-0mph  
46.5/34.0/8.6m



**Running costs**  
53.4mpg (on test)  
£53 fill-up



### Tech

SCREEN between dials shows handy driving data, while infotainment system features Apple CarPlay

### Rear space

IT'S easy to get comfy in the back thanks to lots of leg and headroom, while 370-litre boot is decent

### Practicality 4.2/5

THE benefit of the Astra's suspension layout is that it provides plenty of space in the rear. Our measurements show the Vauxhall has more legroom in the back than either the Ford or SEAT, and despite that sporty roofline, tall adults won't feel cramped. Its 370-litre boot is 10 litres down on the Leon's, although the Focus' trails the Astra's by 54 litres. Fold the 60:40 split rear seats for a 1,210-litre load bay, which is identical to the SEAT's, yet the Ford is even bigger here, at 1,215 litres.

Storage is good, with an armrest covering a big bin between the front seats, two cup-holders, good-sized door bins and a decent glovebox. There are other handy touches, such as a ribbed boot floor to stop items sliding around, yet there's a big lip.

### Testers' notes

"If efficiency is more important than performance, you can opt for a 108bhp 1.6 that drops CO<sub>2</sub> emissions to 85g/km – making the Astra more efficient than the SEAT and reducing business costs."



**Sean Carson** Snr road tester

### MODEL TESTED: SEAT Leon 1.6 TDI Ecomotive SE

PRICE: £21,475 ENGINE: 1.6-litre 4cyl, 108bhp

**AF** IT'S been a front-runner in the compact hatch class ever since launch, but has the SEAT Leon finally met its match? The 1.6 TDI Ecomotive SE costs £21,475 when you include the Technology Pack, so there's only £5 between it and the Vauxhall Astra SRI Nav. The 108bhp diesel engine is down on power when compared to the Astra's, too, but does it deliver better all-round performance to make amends?

### Styling 4.2/5

THE Leon shares its underpinnings with the VW Golf, Skoda Octavia and Audi A3, although it's arguably the most handsome model of the quartet. It's better proportioned than the Octavia and has sharper lines than the Golf and A3, although the looks do change depending on which colour, trim and wheel options you go for.

The SE model isn't the most striking car in the range – the higher-spec FR model in our pictures has an edge thanks to its sportier bodykit – and the standard 16-inch alloys look a little lost in the wheelarches, too. But there are larger wheel designs available, and you can specify the £500 Appearance Pack, which includes 17-inch multispoke rims and dark-tinted rear windows. Adding the £1,085 Technology Pack also gets you LED headlamps, which give the sharp-looking nose a stylish tweak.

SEAT's paint options can make or break the Leon, too. Go for a dark metallic, and the car looks rather restrained; yet the standard red, optional white or vivid blue and green metallics are far bolder and suit the sharp shape. Whichever colour you choose, the SEAT looks smart and does without any of the fussy styling tweaks seen on the Vauxhall or Ford.

From behind the wheel, you can't help but notice the dashboard's upright design, yet it's logically laid out and features conventional buttons around the standard touchscreen. The rotary controls work with precision, and the buttons themselves feel robust. On top of that, the soft-touch plastics used across the dash have a premium feel.

Once again, sat-nav is part of the Technology Pack, and while the screen is on the small side, the way the buttons appear and disappear as you move your hand towards the screen means the map doesn't look cluttered when you're just reading the display. That's a bonus, because the Leon's graphics aren't quite as clean or crisp as the Astra's.

### Driving 4.4/5

ALL models based on the VW Group's MQB platform are sharper to drive than their predecessors, but rival makers are closing the gap, and the Astra comes close to matching the Leon's balance between comfort and involving handling.

The SEAT's suspension soaks up bumps nicely, but the body stays stable and isn't upset much by undulations. There's plenty of grip, too, while cornering is helped by the XDS electronic diff, which brakes the inside wheel when cornering to boost turn-in. Plus, the steering delivers decent feedback.

The handling balance is neutral, and while the stability control can't be turned off, you have to

**"Take it easy, and the Leon is more relaxing"**

### Testers' notes

"While the VW Group is being hauled over the coals for its older diesel engines, you simply cannot fault the performance of its MQB chassis. In the Leon, it delivers sharp responses and sure-footed handling that never fails to put a smile on your face. Yet when you take it easy, the SEAT is composed and refined, with grown-up manners that deliver a comfortable drive. It's a great mix of abilities that's very hard to fault."



**James Disdale** Road test editor

provoke the car a lot before it cuts in. When it does, the electronics are progressive in their action. The 108bhp 1.6 TDI diesel is paired with a slick six-speed gearbox, but the Leon couldn't keep up with the Vauxhall at the test track. A 0-60mph time of 9.9 seconds meant the SEAT trailed its rival by 1.2 seconds, and in-gear performance was equally slow – although the car feels fast enough in isolation.

Take it easy, and the Leon is a more relaxing car to drive. The suspension is firm yet not uncomfortable – it eases over bumps and is good on the motorway.

### Ownership 3.6/5

SEAT is trying to turn its reputation around, and cars like the Leon are doing a good job of building confidence in the brand. It placed 15th in our Driver Power 2015 satisfaction survey – well ahead of Vauxhall and Ford in 30th and 25th respectively.

Its garages came a disappointing 27th in our dealer poll, although that was an improvement on its dead-last finish in 2014 and was only one place behind Ford's. The Leon itself finished fourth overall as the highest-ranked compact hatch in Driver Power 2015, with owners praising its technology, running costs, performance and reliability. Still, it remains to be seen if the fallout from the VW Group's diesel scandal has a negative impact on the reputation of the Leon and SEAT as a whole.

The car earned a five-star Euro NCAP rating and has higher percentage scores for passenger and child safety than the Focus. It has seven airbags as standard, including a driver's knee bag, and while all three offer a spare wheel as an option, SEAT charges the most at £105. For an extra £500, the Safety Pack Plus adds tiredness recognition and lane and high beam assist, while adaptive cruise control is a £515 option.

### Running costs 4.0/5

THE Leon 1.6 TDI Ecomotive SE with Technology Pack costs £21,475, which is only £5 less than the Astra SRI Nav. However, the pack adds LED headlamps, which are another £995 on the Vauxhall.

We managed 58mpg economy on test, which was around 5mpg ahead of the Vauxhall, although SEAT's claimed figures put the Leon ahead by only 2mpg. The car's claimed CO<sub>2</sub> emissions of 87g/km are the best on test and mean that higher-rate business users save £172 a year in tax over the Vauxhall.

Surprisingly, residuals of 41.2 per cent match the newer Astra's, while SEAT's three-year, fixed-price service plan is £90 cheaper than the similar schemes from Vauxhall and Ford.



# SEAT Leon





## Design

LED headlamps are part of the Technology Pack upgrade, and they add an extra dose of style to the Leon's nose. On the move, the SEAT is composed and soaks up bumps well



**CO<sub>2</sub>/tax**  
87g/km  
£0 or 16%



**Practicality**  
Boot (seats up/down)  
380/1,210 litres



**Performance**  
0-60/30-70mph  
9.9/9.6 seconds



**Braking**  
70-0/60-0/30-0mph  
50.2/36.4/9.0m



**Running costs**  
58.0mpg (on test)  
£55 fill-up



## Instrument cluster

SEAT dials are clear and easy to read, while the cabin features lots of soft-touch materials. The 310-litre boot is the biggest here, yet rear passenger space leaves a lot to be desired

## Practicality 4.1/5

SEAT quotes a 380-litre boot capacity for the Leon, which is 10 litres bigger than the Astra's, and the carpeted well under the floor for the optional spare wheel doubles as extra storage. The back seats fold flat, but like the Vauxhall's, there's a step in the floor that makes loading long items a little bit trickier.

The Leon has fractionally less space for rear seat occupants than the Astra, plus the dark cloth trim means it feels a little claustrophobic, especially if you add the dark-tinted rear windows.

Up front, there's a wide range of seat and wheel adjustment, while a big glovebox, central tray, large door bins and a smaller driver's side cubby give it just as much storage as the Vauxhall.

## Testers' notes

"The Leon forgoes gloss-black trim on the dash, and as a result it looks a little sombre when compared to the Astra. However, build quality can't be faulted, and the subtle chrome trim adds a classy touch."

**Dean Gibson** Dep. road test editor

### MODEL TESTED: Ford Focus 1.5 TDCi Zetec

PRICE: £19,795 ENGINE: 1.5-litre 4cyl, 118bhp

**AF** THE third-generation Ford Focus first arrived on UK soil in 2011, before a mid-life revamp late last year gave the popular model a fresh look and efficient new engines. It also brought a revised interior with a more logically arranged, higher-quality dash. As before, it comes in five-door hatch and estate bodystyles, and we test the former in mid-range 1.5 TDCi Zetec guise, priced at £19,795.

### Styling 3.6/5

APPROACH the latest Focus from behind, and you'll be hard pressed to notice the recent changes, as the major revisions are reserved for the grille and headlamps. The lights have been redesigned and look smoother than its predecessor's, while there's now a large, trapezoidal mesh grille. Lower down, there are redesigned air inlets with integrated foglights.

Our Zetec-trim test car also adds 16-inch, five-spoke alloys, yet from the side, there's hardly any difference between the old Focus and the facelifted model. It's the same story at the rear, where lightly revised tail-lamps are the only clue to the update. Still, it's not exactly an unattractive shape, even though it's not as cohesive as the handsome Leon.

Inside, the changes are more obvious. The biggest update is to the centre console, which benefits from soft-touch plastics and a far tidier button arrangement – with larger switches that are easier to use on the move. The standard eight-inch colour display is also bigger and simpler to read than before, plus it can be fitted with a sat-nav upgrade for just £250.

The display is split into four quarters for nav, media, phone and trip computer, and selecting the assorted options is easy on the move. Plus, Ford's standard SYNC voice control system means you don't have to fumble around the menu – simply press a button on the steering wheel and say your command. The system can be patchy in its response, though.

Standard kit on the Zetec is reasonable, with DAB radio, Bluetooth and air-con all featuring. However, you'll have to pay extra for useful additions such as cruise control and electric rear windows – both are standard on the Vauxhall and SEAT.

### Driving 4.1/5

FORD has a reputation for building family cars with engaging handling, and while this latest Focus is a more grown-up proposition than its predecessors, it's still fun to drive, even in relatively low-spec Zetec guise. And the brand's latest 1.5 TDCi diesel delivers good performance to go with it.

The four-cylinder engine is a little noisier than the Astra's, but with 118bhp on tap, it delivers 10bhp more than the bigger-engined SEAT. Peak torque of 270Nm is 50Nm down on the Vauxhall, though, and the Focus was slower than the Astra in-gear. Even so, the Ford felt quick enough in isolation, and the slick six-speed manual box delivered a more positive shift than the long-throw Vauxhall's. The Ford also had the upper hand over the less powerful Leon, particularly during our in-gear assessments.

Head for a twisty road, and the Focus' multi-link rear axle pays dividends, delivering sharp turn-in and quick steering response – making it feel more agile than either rival here. There's decent feedback, too, while grip is also good, helped in part by the car's excellent torque vectoring system that tweaks individual brakes in an effort to resist

### Testers' notes

"It only takes a short drive in the Focus to restore your faith in Ford's ability to deliver an engaging driver's car. Where the latest Mondeo and S-MAX feel lifeless and slow-witted, this car is alert and agile. Turn into a corner, and it responds instantly, spearing towards the apex with laser-guided accuracy. Plus, the major controls are well weighted and deliver good feedback. Let's hope Ford keeps this drive focus in future cars."



James Disdale Road test editor

understeer. Yet while it feels lighter on its feet than the Astra and the Leon, it can't match the SEAT's rock-solid composure in extreme cornering.

Take it easy, and unfortunately the Focus isn't the most refined car of our trio. There's more engine and road noise than you'll find in either of its rivals here, although the suspension does a fine job of soaking up bumps that unsettle the Astra and Leon.

### Ownership 3.5/5

AS the Focus has only received a relatively mild revamp, you can expect its reliability to be on a par with that of the pre-facelift car, which finished a reasonable 65th overall in our Driver Power 2015 satisfaction survey. Most of the major mechanicals have been carried over from before or are shared with other Fords, too. As a result, there haven't been reports of serious issues, while new technology, including the touchscreen sat-nav system, is being rolled out across the range.

If you do need to visit a dealer, you have over 700 franchises to choose from. However, quantity doesn't always mean quality, as they placed a lowly 26th out of 32 networks in our poll. So, be warned that customer service may not be up to as high a standard as other brands' – although if you have a bad experience, it's reassuring to know that there is likely to be another dealer just around the corner.

The Focus earned a five-star Euro NCAP rating back in 2012, and the new car will undoubtedly be just as safe, as it features the same stability control and brake assist set-ups, plus it now includes Ford's MyKey system that allows you to remotely set the car's speed limit and stereo volume. You can also add autonomous emergency braking for £200, while packaging this kit with lane departure warning, lane keep assist and traffic sign recognition costs £550.

### Running costs 3.7/5

AT £19,795, our Focus 1.5 TDCi Zetec costs £1,675 less than the Astra and undercuts the Leon by £1,680. And while the car isn't quite as well equipped as its rivals, the options are attractively priced – adding cruise control and sat-nav will set you back just £450.

CO<sub>2</sub> emissions of 98g/km are the second lowest here, and together with the car's lower list price make it almost as cost effective for business users as the Leon. Residuals of 44.5 per cent are fractionally ahead of the SEAT's, while we managed respectable economy of 49.4mpg on test. Ford offers fixed-price servicing over two to three years – although at £340 and £570 respectively, these schemes aren't exactly cheap.



# Ford Focus



### Practicality 3.3/5

WHILE the latest Focus looks fresher and feels more upmarket, its internal dimensions remain unchanged, which means it's the least practical car here. The 316-litre boot is 64 litres down on the SEAT's, yet folding the rear bench allows the Ford to turn the tables on the Leon, as its 1,215-litre capacity is five litres more than its rival's.

There are also decent-sized door bins and a big glovebox, plus the multifunction steering wheel and voice control system make it easy to navigate through the various dash functions. And while the Ford can't quite match the Vauxhall for rear passenger space, there's still a reasonable amount of head and legroom and just enough width to fit three adults across the bench.



## Interior

FOCUS' cabin is easy to get along with, featuring a less cluttered dash than before. Rear is a little tight for three adults, but the maximum boot capacity of 1,215 litres is generous



## Handling

FORD has a knack for building engaging cars, and the Focus is no exception. Its steering is responsive and sharp, which means it corners well and is composed



## Screen

EIGHT-inch colour infotainment system features DAB radio, while trip computer and dials are simple to understand



### CO<sub>2</sub>/tax

98g/km  
EO or 17%



### Practicality

Boot (seats up/down)  
316/1,215 litres



### Performance

0-60/30-70mph  
9.8/9.5 seconds



### Braking

70-0/60-0/30-0mph  
49.3/37.5/8.9mm



### Running costs

49.4mpg (on test)  
£58 fill-up

## HEAD TO HEAD

### Space race

COMPACT hatchbacks need to accommodate growing families, so space is important. With its small boot and more cramped cabin, the Focus trails its rivals.

The Astra and Leon are closely matched, as the former gets more rear legroom but a boot that's 10 litres smaller. It also has a false boot floor when ordered with a space-saver spare wheel.



### Infotainment

ALL three cars get user-friendly infotainment touchscreens as standard. Sat-nav is included in the Astra and Leon and a good-value £250 upgrade on the Ford. Only the Vauxhall is available with the Apple CarPlay set-up (below), which mirrors your iPhone's screen and apps.



### Performance

THE Astra led the way at the track, but we were shocked by how big its advantage was over its rivals. Not only was it quicker than its 1.6-litre competition, it showed a clean pair of heels to a 148bhp 2.0-litre TDI Leon we also had on test.

### Testers' notes

"The Focus' boot is already small at just 316 litres, but specify the optional full-size spare wheel, and the capacity shrinks to 277 litres. To put that in perspective, the Fiesta will swallow only one litre less, at 276 litres."



Sean Carson Senior road tester

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# Figures

Vauxhall Astra  
1.6 CDTi  
SRI Nav



On-the-road price/total as tested  
Residual value (after 3yrs/30,000)  
Depreciation  
Annual tax liability std/higher rate  
Annual fuel cost (12k/20k miles)  
Insurance group/road tax band/cost  
Servicing costs

Length/wheelbase  
Height/width  
Engine  
Peak power  
Peak torque  
Transmission

Fuel tank capacity/spare wheel  
Boot capacity (seats up/down)  
Kerbweight/payload/towing weight  
Turning circle/drag coefficient  
Basic warranty (miles)/recovery  
Service intervals/UK dealers

Driver Power manufacturer/dealer pos.

Euro NCAP: Adult/child/ped./stars

0-60/30-70mph

30-50mph in 3rd/4th

50-70mph in 5th/6th

Top speed/rpm at 70mph

Braking 70-0/60-0/30-0mph

Noise levels outside/idle/30/70mph

Auto Express econ (mpg/mp1)/range

Govt urban/extr-urban/combined

Govt urban/extr-urban/combined

Actual/claimed CO<sub>2</sub>/tax bracket

SEAT Leon 1.6 TDI  
Ecomotive SE  
Technology Pack



£21,475/21,475  
£8,850/41.2%  
£12,630  
£771/£1,543  
£1,124/£1,873  
16/B/£20  
£570 (3yrs)

**DIMENSIONS**  
ASTRA is longer and taller than its rivals here, yet it's slightly narrower, too. However, this doesn't affect cabin space badly.

**INTERVALS**  
NEW Vauxhall allows you to travel twice as far as the SEAT between each service, although there is still a 12-month cut-off.

**EMISSIONS**  
ASTRA's CO<sub>2</sub> emissions of 103g/km mean that company car tax is more expensive than for either rival here, and it's not exempt from road tax, either.

£21,475/21,475  
£8,850/41.2%  
£12,625  
£685/£1,371  
£1,035/£1,724  
14/A/£0  
**£480 (3yrs/30k)**

**SERVICING**  
SEAT's three-year maintenance deal costs £90 less than Ford or Vauxhall's similar deals.

4,263/2,636mm  
1,459/1,816mm  
4cyl in-line/1,598cc  
108/3,250 bhp/rpm  
250/1,750 Nm/rpm  
6-spd man/fwd  
50 litres/£105  
**380/1,210 litres**  
1,280/600/1,500kg  
10.2 metres/N/A  
3yrs (60,000)/2yrs  
10,000 (1yr)/128  
15th/27th  
**94/92/70/5 (2012)**

**BIGGEST BOOT**  
THE Leon shades the Astra for boot volume with the seats up, but the figures are identical with the seats down. The SEAT has a step in the boot floor, though.

9.9/9.6 seconds  
4.6/7.4 seconds  
9.0/12.4 seconds  
124mph/1,900rpm  
50.2/36.4/9.0m  
67/49/61/69dB  
58.0/12.8/638 miles  
72.4/91.1/85.6mpg  
15.9/20.0/18.8mpg  
131/87g/km/16%

**EURO NCAP**  
LEON and Focus were tested in 2012, and while they both earned five stars, the SEAT has a slightly better percentage score.

**OPTIONS**  
TECHNOLOGY  
Pack includes sat-nav and LED lights, and if you buy a Leon SE via SEAT's finance scheme, the pack is included for free.

Six/yes/£450/**£595**  
£1,320/yes/yes  
**£395**/no/£345  
£545/**£995**/£395  
Yes/yes/yes/yes

£19,795/£21,420  
**£8,801/44.5%**  
£10,994  
£671/£1,342  
£1,215/£2,025  
16/A/£0  
£570/3yrs)

4,360/2,648mm  
1,469/1,823mm  
4cyl in-line/1,499cc  
118/3,600 bhp/rpm  
270/1,750 Nm/rpm  
6-spd man/fwd  
53 litres/£100  
**316/1,215 litres**  
1,343/557/1,200kg  
11.0 metres/N/A  
3yrs (60,000)/1yr  
12,500 (1yr)/781  
25th/26th  
92/82/72/5 (2012)

9.8/9.5 seconds  
3.7/5.5 seconds  
6.9/8.4 seconds  
120mph/2,100rpm  
49.3/37.5/8.9m  
67/49/61/69dB  
49.4/10.9/576 miles  
65.7/83.1/74.3mpg  
14.5/18.3/16.3mpg  
153/98g/km/17%

Six/yes/£225/£250  
£1,250/yes/£250  
No/no/no  
**£525**/no/no  
**£250**/yes/yes/yes

**RESIDUALS**  
IT'S a more common car, but the Focus has higher quoted residuals than either rival here.

**BOOT SPACE**  
UNFORTUNATELY, the recent facelift didn't free up any extra boot space in the Focus, and it trails the SEAT's by 64 litres with the rear seats in place.

**OPTIONS**  
FORD only offers a few extras on the Focus Zetec, and if you want luxuries like leather or LED headlights, then you need to move up to Titanium trim.

# Results

## VAUXHALL

IT was a close one, but the Astra just takes the spoils. With its blend of style, space, low running costs and hi-tech kit, the newcomer covers all the family car bases. It's also better to drive than ever, while its 1.6-litre diesel delivers extremely punchy performance. And in SRI trim, the car comes with loads of safety kit. It's been a long time coming, but Vauxhall is back on top.



## 1st

## SEAT

ALTHOUGH this is the Leon's first defeat, it's still an excellent compact family hatch. Sharp design and engaging driving dynamics make it a fine choice, plus Ecomotive models are cheap to run. Yet it can't match the Astra's performance, refinement and long list of valuable safety kit. And in a class this close, that's enough to see it knocked off top spot.



## 2nd

## FORD

IF you value driving fun above all else, then the Focus is still in a league of its own. With its agile, engaging handling and eager 1.5-litre TDCi engine, the Ford is a car that always puts a smile on your face. Plus, it's attractively priced and well equipped in Zetec guise. Yet the cracks are starting to show in the five-year-old design, as it's not as spacious or refined as its rivals here.



## Kia Cee'd 1.6 CRDi 3

PRICE: £20,495 ENGINE: 1.6-litre 4cyl, 126bhp

RECENTLY facelifted Cee'd looks smart, comes with loads of kit and is backed by a seven-year warranty. The 1.6-litre isn't the best performer, but it emits just 100g/km of CO<sub>2</sub>.



## Peugeot 308 1.6 HDi Allure

PRICE: £21,045 ENGINE: 1.6-litre 4cyl, 118bhp

HANDSOME and refined 308 matches class leaders for comfort and quality. It's also good to drive, while smooth 1.6 HDI punches above its weight and delivers decent economy.



# RIVALS

Other options in this category...



**"I can foresee the terrible day when the Verso just won't be big enough"**

# Toyota Verso

**SECOND REPORT** Newborn tests family friendly MPV's practical promise to the max



**Steve Walker**

Steve\_Walker@dennis.co.uk

**AF** CHILDREN have an amazing way of changing your perspective on things. A month ago, our Toyota Verso was a spacious car with the kind of practicality I couldn't envisage ever needing. Then Adam, our second child, came along, and suddenly the car is starting to look a little bit pokey.

It's not time to panic just yet. Toyota's mid-size MPV is still a roomy seven-seater with a 440-litre boot if you stick to five of those seats. It hasn't even come close to running out of space yet, it's just that I can foresee the terrible day when it won't be big enough – a day I never thought possible.

There are now two child seats to fit in, plus a couple of pushchairs. That's before you even start to factor in the baby baggage that accompanies a newborn, as well as all the usual stuff you need to bung in the back.

It all underlines the purpose of the MPV and why family buyers are forced to upgrade into them from conventional hatchbacks – meeting the needs of a space-hungry family of four (or more) is what cars like the Verso are designed to do. So, how's it getting on?

The support for our car seat means that a front passenger of six foot tall or more can't slide their seat back as far as they'd like, but otherwise, the bulky seat fit in fine.

There's still room for a fifth passenger to squeeze in with the kids in the second row, yet it's tight and there's no telling how much crayon and chocolate they'll get covered in. The Toyota's seating system isn't as slick as



some, though. There are catches on each shoulder of the outer rear seats – one slides them forward for access to the third row and the other folds them. The process isn't exactly seamless and can require a bit of elbow grease, but the catches are strong and the chairs move and clunk into place solidly.

Now that pushchairs have become an ever-present companion on family outings, we've started to make more use of the storage space under the Verso's boot floor, which can easily fit a couple of shopping bags. Our car has got this practical touch because, as in all models featuring the

optional panoramic roof, there's a tyre repair kit instead of a space-saver spare wheel.

This is done to balance out the extra weight of that glass roof and stop the Toyota's emissions creeping into the next tax bracket. The roof is very nice and the underfloor space is handy, but I think I'd probably save myself £550 and have the proper space-saver for extra peace of mind.

Elsewhere in the boot, you get a couple of proper tie-down points and a 12V power socket in addition to the one in the front. With all the seats down, there's a good flat surface without too many gaps that would



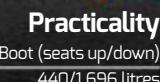
## PRACTICALITY

Cavernous 1,696-litre boot with rear seats folded came in handy for DIY, while visibility has impressed our man



make it tricky to vacuum out. Our pushchairs fit inside and there's still room for plenty of other stuff piled on top, so space hasn't been an issue yet. During a bout of pre-baby DIY, we even got six eight-foot flooring boards plus two adult passengers inside. I'd say that qualifies it as a capable load carrier.

So, suddenly, we have a family that fits the Verso rather than one that was rattling around a bit in the roomy MPV. As every parent knows, one extra child makes a lot of difference, and the rest of the test is going to be a lot tougher on our Toyota.



### Practicality

Boot (seats up/down)  
440/1,696 litres



### Running costs

43.7mpg (on test)  
£60 fill-up

### Second opinion

"Like so many MPVs, the Verso will struggle to accommodate more than two child seats. Despite its family friendly credentials, the Toyota only has a pair of Isofix mounting points on the middle bench, and none at all in the third row. In fact, buyers looking to transport a growing family will find their choices surprisingly limited. Cars such as the Citroen C4 Picasso and Ford S-MAX can take a trio of seats in the second row, while only the Audi Q7 has Isofix fittings on both rows."



**Dean Gibson**  
Deputy road test editor



## Essentials

### Toyota Verso 1.6 D-4D Icon

On fleet since:	June 2015
Price new:	£21,995
Engine:	1.6-litre 4cyl turbodiesel, 110bhp
CO <sub>2</sub> /tax:	119g/km/£30
Options:	Metallic paint (£495), Toyota Touch 2 with Go satellite navigation (£650), Skyview panoramic roof (£550)
Insurance*:	Group: 14 Quote: £479
Mileage/mpg:	3,016/43.7mpg
Any problems?	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



Otis Clay

**WE LIKE** Storage space in the Verso is plentiful, and the big central cubby with two cup-holders is useful. Cabin itself is upmarket and well built



**WE DON'T** The lack of standard parking sensors is frustrating. Although you get a rear camera, judging distances on the small display is tricky without bleeps



### Verdict

THE arrival of another member of the family has allowed me to push the Verso's practicality credentials to the limit – and so far, it has come up trumps. The massive boot is great for all needs, while the rear houses my child seats easily. It's not the most exciting car to drive, but the Toyota represents a durable, versatile and hassle-free ownership experience.



## Fleetwatch

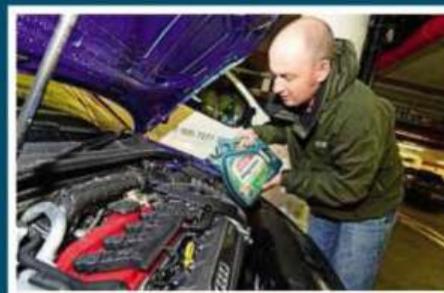


Clever sat-nav helped our man Dean on a trip to Norfolk, as warnings of delays going in opposite direction are greyed out

## Skoda Octavia Scout

SKODA'S current advertising slogan is 'Simply Clever', and so far, our Octavia Scout has managed to live up to that promise. We haven't needed to use the ice scraper that's attached to the inside of the fuel filler flap just yet; but on rainy days, the intermittent rear wiper that automatically activates when you turn on the wipers at the front is a useful touch.

On a recent trip to north Norfolk, deputy road test editor Dean Gibson found our car's optional Amundsen sat-nav had some Simply Clever touches. When you input a destination, not only do you get three route options – most economical, fastest or shortest distance – but once you've picked one, the map can be set to automatically zoom in and out when approaching junctions. Like most systems, the map features traffic warnings, but if you've programmed a route and it includes delays that don't affect you because they are in the opposite direction, then the warning signs are greyed out – saving you the worry of having to re-route when it's not necessary.



## Our fleet INDEX

**Audi RS3 Sportback**  
Issue 1,388

**Citroen C4 Cactus**  
Issues 1,365, 1,374, 1,385

**Fiat 500X**

New arrival

**Ford Mondeo**

Issues 1,373, 1,378, 1,389

**Honda CR-V**

New arrival

**Kia Sorento**

New arrival

**Lexus NX 300h**

Issue 1,377

**Mazda 2**

Issues 1,370, 1,381, 1,386

**Peugeot 308 SW**

Issues 1,342, 1,356, 1,368, 1,384

**Range Rover Sport**

Issues 1,356, 1,363, 1,382

**Renault Twingo**

Issues 1,368, 1,387

**SEAT Leon X-Perience**

Issue 1,384

**Skoda Octavia Scout**

Issue 1,382

**Suzuki Vitara**

Issues 1,379, 1,388

**Toyota Verso**

Issue 1,381

## Audi RS3

OUR racy Audi's appetite for unleaded is being matched by its thirst for oil. After just 3,000 miles, a warning message on the dash informed road test editor James Disdale that lubricant in the 2.5-litre five-cylinder was at the minimum and required a top-up. A quick flick through the RS3's handbook revealed that Audi expects the car to get through around half a litre of oil every 600 miles, but that consumption could be even greater during the first 5,000.

As our car has now done 5,288 miles, it's surprising the alert hadn't flashed up sooner. After deciphering Audi's unique oil numbering code (it doesn't feature the usual grading information), our man stopped at the nearest petrol station and picked up some 5w 30 Castrol Magnatec – four litres set him back a hefty £36. In the end, the engine only took a litre before the dipstick was registering full, but given the consumption, James will keep the rest in the boot for future top-ups.



We've told you about our cars  
Now tell us about yours  
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# WINTER TYRE TEST 2015

Our experts pick the best  
winter tyres ahead of  
the big freeze



**AE** Kim Adams

SOME relatively mild winters in recent years have made the decision about whether to fit cold weather tyres to your car more difficult than ever.

Successive harsh winters with snow on the ground at the turn of the decade kick-started the UK's winter tyre market, but subsequent warmer conditions took the impetus away. For safety, there is no

argument – winter tyres deliver up to three times the grip of conventional 'summer' tyres on snow, plus they are better in the cold and wet. And there's never been a better time to buy winter rubber, with more tyre hotels to look after the set you're not using, plus plenty of stock in dealers.

Over the next six pages, we've put eight of the best-selling winter tyres to the test,

in the popular 225/45 R17 size used by many family cars and compact execs.

The eight contenders were put through their paces at Nokian's 'White Hell' proving ground in Ivalo, northern Finland, plus at the Continental Contidrom test facility near Hanover in Germany. To provide a complete picture for making your tyre choice this winter, we included summer and all-season comparison tyres, too.

## What we tested

OUR tyres had a mix of H (up to 130mph) and V (150mph) speed ratings, with our summer comparison Y rated (186mph). Also listed below is each model's score in compulsory tyre labelling, covering fuel economy (FE), wet grip (WG) – ranked A-G, with A the best – and pass by noise (N), which is rated in dB. The lower the figure, the quieter the tyre.



**Bridgestone Blizzak LM-32 S V**

Ratings: (FE) E (WG) C (N) 72



**Continental ContiWinterContact TS 850 H**

Ratings: (FE) E (WG) C (N) 72



**Dunlop Winter Sport 5 H**

Ratings: (FE) C (WG) B (N) 70



**Goodyear UltraGrip Performance Gen-1 H**

Ratings: (FE) C (WG) B (N) 70



**Michelin Alpin 5 V**

Ratings: (FE) E (WG) B (N) 71



**Nokian WR D3 H**

Ratings: (FE) C (WG) C (N) 69



**Pirelli Sottozero 3 V**

Ratings: (FE) C (WG) B (N) 72



**Vredestein Wintrac Extreme S V**

Ratings: (FE) E (WG) E (N) 70



**All-Season: Vredestein Quatrac 5 V**

Ratings: (FE) C (WG) C (N) 70



**Summer: Continental ContiSportContact 5 Y**

Ratings: (FE) E (WG) A (N) 72

# WINTER TYRE TEST 2015

PERFORMANCE | ECONOMY | SAFETY UK's top winter tyres rated



# WINNERS IN WINTER

Here's how our experts decide which winter tyres are best for your car

**AS** in our other tyre tests, we put our winter rubber through a series of assessments (below). There are 13 individual tests, plus a price ranking, and the winner of each category gets a score of 100 per cent, with the rest rated relative to this. To get an overall winner, we add these scores together.

The results are split, with the snow and wet tests each counting for a third of the overall ranking; other assessments make up the remainder. We only weight our scores to ensure that the tests in which there is a big difference between best and worst performers count the same as those where there is a small gap.

## Snow braking

CRITICAL to staying out of trouble on snow, this measures the distance taken to slow from 26-3mph, removing the impact anti-lock braking can have on the last few metres of coming to a halt. More than 10 stops were done on each tyre and an average taken, with extreme results removed.

## Snow circle

THIS test gives a measure of lateral grip on snow. We tucked the car close to the inner edge of the circle and increased the speed until the nose started to push wide. Several laps were timed to get the final result.

## Snow traction

WE accelerated as hard as possible, with the traction control on, from walking pace. We measured the distance taken to go from 3-26mph before hitting the brakes for the second part of the test, and took an average from over 10 runs to find a winner.

## Snow handling

THIS brings together all the other snow tests into one as the car slips and slides its way

around the undulating handling track at Ivalo. There are long sweeps and tight, technical sections, as well as plenty of elevation change, to really push the tyres. An average of lap times decided the results.

## Wet braking

ALONG with wet handling and cornering, this is temperature dependent and our test was carried out at around seven degrees Celsius – the point at which you should switch between winter and summer tyres. An average of the distance taken to stop from 50mph was used to get a result.

## Wet cornering

NOT a test to be done on a full stomach, this involves 10 laps or so of the soaked 60-metre circle. Tuck the nose against the inner edge and accelerate until you can no longer hold the line. This test measures pure lateral grip, and we took an average of lap times.

## Wet handling

MUCH like wet braking, this is where motorists are most likely to exceed the limits of the tyre in normal UK driving. We



**"We put each tyre through 14 tests and added the scores to get our overall winter champion"**

timed laps of the wet handling circuit, which combines fast sweeps with tighter turns and changes of direction. An average gave us the final ranking.

## Curved aquaplaning

MUCH deeper water – around 5mm – is used in these tests than in braking or handling. Aquaplaning measures how well the tread can shift water from under the tyre. The car is driven through a flooded section of a tarmac circle at increasing speeds until all grip is lost. The loss of grip at different speeds is measured and used to get a rating.

## Straight aquaplaning

A CAR with one wheel in 5mm deep water and the other on tarmac is accelerated hard and wheel speeds measured. The point where control is lost is when the rim in water spins 15 per cent faster – and the best performers hit the highest speeds before this happens.

## Dry handling

THIS is where winter tyres are most exposed as those flexible tread blocks work against sharp handling. We took an average of lap times around the long sweeps and fast direction changes of the Contidrom's handling track to find our winner here.

## Dry braking

SO how much of a compromise do you have to make to run a set of winter tyres all year

round? This assessment tells you. We measured the distance taken to stop from 62mph and recorded an average of several runs to get a result, allowing the brakes to cool in between each one.

## Rolling resistance

THIS test measures the power required to turn a tyre under load, and is key to how much it costs to run your car – it's crucial when the difference in economy between best and worst can often be more than five per cent. Our test was done to industry standards. As a rough guide, a five per cent drop in rolling resistance will see one per cent drop in fuel consumption.

## Cabin noise

A VITAL consideration for many drivers, but this isn't to be confused with the pass by test conducted as part of the tyre labelling process. We measured noise levels in the car as we coasted from 50mph over three surfaces. An average from each section was used to get an overall result.

## Price

TO get our figures, we returned to the winner of our online tyre retailers test, Black Circles ([www.blackcircles.com](http://www.blackcircles.com)). The prices we quote are its fully fitted prices, or what it would charge if the tyre was part of its range. As tyres should be bought on performance, not price, it plays a small role in the result.



## 8. Bridgestone Blizzak LM-32 S

**AE** IT was last in our all-season tyre test (Issue 1,387), and the world's biggest tyre maker is last again. But the result was tight, with Bridgestone, Pirelli and Vredestein hard to separate.

On the snow there was precious little between the Blizzak and the Vredestein, although both trailed the best. Traction in turns hindered lap times on the handling track, but the balance front to rear was good. The Bridgestone was around five per cent behind the pace setters across all the snow tests.

It closed the gap in the wet – the tyre was happiest in the deep water of the aquaplaning strips, although it was less effective in shallow water, finishing last in cornering and braking and seventh on the handling track. As on snow, it had trouble putting down the power out of turns. It felt soft and lacked turn-in bite, plus needed four metres longer to stop than Pirelli's wet braking champ.

Dry performance was closer to the best, but again it needed more front grip. Of greater concern is its economy – it will use around three per cent more fuel than the best here. We expect better from such a new design, given Bridgestone's resources.



**VERDICT**  
A step behind the best and expensive at the pumps.

Price	<b>£124.84</b>
Snow braking	<b>95.7%</b> 7th
Snow traction	<b>95.6%</b> 6th
Snow circle	<b>96.7%</b> 5th
Snow handling	<b>95.0%</b> 4th=
Straight aqua	<b>98.5%</b> 2nd
Curved aqua	<b>90.9%</b> 4th
Wet braking	<b>88.5%</b> 8th
Wet handling	<b>95.8%</b> 7th
Wet circle	<b>94.8%</b> 8th
Dry braking	<b>94.2%</b> 7th
Dry handling	<b>99.1%</b> 5th=
Rolling resistance	<b>84.3%</b> 8th
Cabin noise	<b>99.3%</b> 3rd

**Overall 97.6% 8th**

## 7. Vredestein Wintrac Extreme S

**AE** WET roads are the Wintrac's weakness, particularly the deeper water used for aquaplaning. It trailed home last in both tests, and was a long way behind when those water-shifting grooves are distorted on the curve.

It was closer to the top in shallower water, although it needed just under an extra four metres to stop from 50mph. It was a bit of a handful on the handling track; it lacked balance and the rear moved more than most rivals. The tyre wasn't as sharp as some, with a floaty feel on snow. It felt better balanced, and was hard to separate from the Bridgestone, but was slower than the best.

It was a similar situation on the dry tracks of the Contidrom, where the same lack of balance could be felt, with the front too easily overwhelming the rear. Like the Blizzak, it struggled in dry braking, with the Wintrac needing nearly three metres more to stop from 62mph than the category champ from Pirelli. Plus, the Vredestein will use around two per cent more fuel than the pace-setting Dunlop. It dealt best with our noise test surface, feeling well damped with road noise low pitched and comfortable.



**VERDICT**  
Smooth running choice, but struggles to deliver sufficient grip in deep water.

Price	<b>£113.73</b>
Snow braking	<b>96.9%</b> 6th
Snow traction	<b>95.6%</b> 6th
Snow circle	<b>95.7%</b> 7th
Snow handling	<b>95.0%</b> 4th=
Straight aqua	<b>88.0%</b> 8th
Curved aqua	<b>61.8%</b> 8th
Wet braking	<b>89.9%</b> 7th
Wet handling	<b>97.8%</b> 6th
Wet circle	<b>96.6%</b> 5th=
Dry braking	<b>93.7%</b> 8th
Dry handling	<b>99.6%</b> 2nd=
Rolling resistance	<b>89.9%</b> 6th
Cabin noise	<b>100%</b> 1st

**Overall 97.7% 7th**

## 6. Pirelli Sottozero 3

**AE** THE Sottozero 3 is something of a veteran, having been around since 2013, and in the frozen wastes of Northern Finland we could tell that it misses out on the latest technology.

The F1 tyre supplier trailed the field in the snow, only getting close to the leaders on the circle, where braking and traction play no role. It was last in both tests, taking a whole two metres longer to slow from 26-3mph than our winner. And we didn't need measuring kit to feel that lack of grip on the handling track – it seemed to float over the surface, rather than bite into it.

It fared better in the other tests, although it struggled with aquaplaning – particularly the curve. It was far better suited to the shallower water of the handling and braking tests. The strong front end gave direct turn-in and let you get on the throttle early but with the rear end under control. An effective, safe package.

The tyre maintained its braking advantage in the dry, although there were better choices on the handling track, where it lacked the balance seen in the wet, allowing the rear to move more. Fuel economy could have been better, but it wasn't far off the best.



**VERDICT**  
Lack of grip on snow hits otherwise sound performance, but still behind the top three.

Price	<b>£151.52</b>
Snow braking	<b>87.2%</b> 8th
Snow traction	<b>94.2%</b> 8th
Snow circle	<b>98.0%</b> 3rd
Snow handling	<b>94.8%</b> 7th
Straight aqua	<b>92.1%</b> 7th
Curved aqua	<b>64.6%</b> 7th
Wet braking	<b>100%</b> 1st
Wet handling	<b>99.6%</b> 3rd
Wet circle	<b>98.5%</b> 2nd
Dry braking	<b>100%</b> 1st
Dry handling	<b>99.0%</b> 7th
Rolling resistance	<b>92.6%</b> 5th
Cabin noise	<b>99.1%</b> 4th=

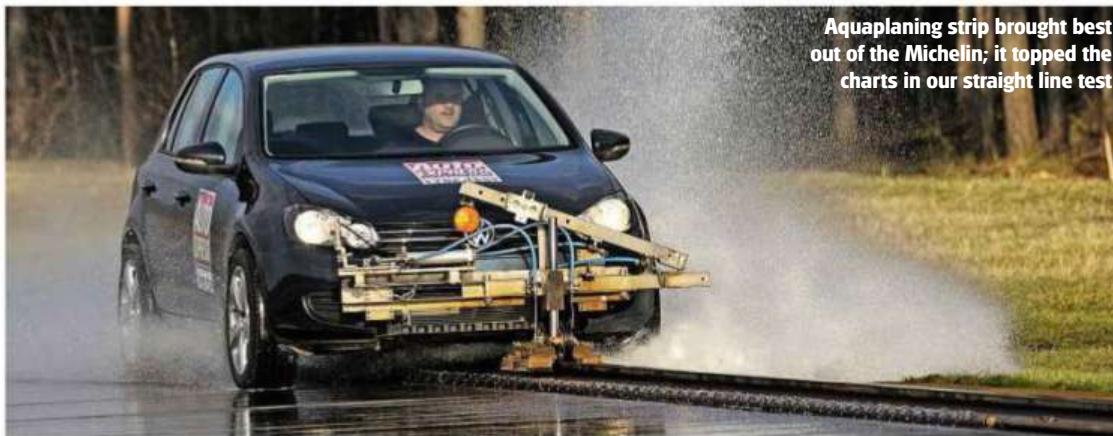
**Overall 98.1% 6th**

# WINTER TYRE TEST 2015

PERFORMANCE | ECONOMY | SAFETY UK's top winter tyres rated



## 4.= Michelin Alpin 5



Aquaplaning strip brought best out of the Michelin; it topped the charts in our straight line test

**AE** MICHELIN'S latest Alpin was launched too late to feature in our 2014 winter tyre test, but shares fourth place with former pace-setter Continental. While neither will be satisfied, the tyres aren't far off the leaders and are sound winter choices.

The Alpin 5 was the stronger of the two on snow, and was better suited to the straight-line tests, finishing on the podium in traction and braking. It wasn't so happy turning in the snow, though, dropping to fifth on the circle and fourth for handling.

This was apparent behind the wheel, as it was reluctant to corner; the wheels were easy to spin when on lock. In the wet tests, it held a narrow advantage over fellow rain master

ContiWinterContact. The Michelin dealt with the tricky depths of the aquaplaning tests well, plus it performed brilliantly on the handling circuit – just giving best to the TS 850. Its lack of traction when turning on snow was nowhere to be seen, and it dived accurately for the apex. Critically, the strong front-end grip was matched at the rear, with minimal movement.

It also felt good during all of the braking tests, coming second in dry conditions. However, if further evidence was needed of the change of emphasis in Michelin's tyre design, then it's that this former champion of fuel economy could do no better than seventh in the rolling resistance test.

Price	<b>£154.57</b>	
Snow braking	<b>98.8%</b>	3rd
Snow traction	<b>98.8%</b>	3rd
Snow circle	<b>96.4%</b>	6th
Snow handling	<b>94.2%</b>	4th
Straight aqua	<b>100%</b>	1st
Curved aqua	<b>95.4%</b>	2nd
Wet braking	<b>95.8%</b>	4th
Wet handling	<b>99.9%</b>	2nd
Wet circle	<b>96.6%</b>	5th=
Dry braking	<b>96.3%</b>	2nd=
Dry handling	<b>100%</b>	1st
Rolling resistance	<b>84.9%</b>	7th
Cabin noise	<b>99.1%</b>	4th=
<b>Overall</b>	<b>99.2%</b>	<b>4th=</b>

### VERDICT

Great choice for wet and dry roads, but others are better on snow.

## 4.= Continental ContiWinterContact TS 850

**AE** THE reigning champion of our 16-inch winter tyre test couldn't quite keep up with newer designs in this 17-inch test.

As we saw last year, the Continental ContiWinterContact TS 850 performed best on the wet and dry surfaces. It finished in second place in our dry and wet braking tests, plus was the runner-up in our dry handling and noise assessments. Despite the compliant ride, it felt sharp on the dry track compared to winter rivals and hung on well through the longer turns under power.

The tyre was top of the class on the wet handling track, with that same eagerness to get to the apex as we saw in the dry and the rear still faithfully following in line. The wheels will spin under full throttle, although it hangs on longer than most rivals. Considering such performance, it was no surprise to see the Continental win on the 60-metre wet circle.

It was less confident in the deep water of the straight aquaplaning test and a fair way off the pace on the curve, too. The trick in tyre design is to retain grip in the wet while still maintaining good fuel efficiency, as they require conflicting characteristics. And Continental proved once again that it has a good grip on that philosophy,



Price	<b>£119.30</b>	
Snow braking	<b>97.4%</b>	5th
Snow traction	<b>95.1%</b>	7th
Snow circle	<b>95.3%</b>	8th
Snow handling	<b>94.9%</b>	6th
Straight aqua	<b>94.6%</b>	5th
Curved aqua	<b>80.0%</b>	6th
Wet braking	<b>97.5%</b>	2nd
Wet handling	<b>100%</b>	1st
Wet circle	<b>100%</b>	1st
Dry braking	<b>96.3%</b>	2nd=
Dry handling	<b>99.6%</b>	2nd=
Rolling resistance	<b>97.0%</b>	3rd
Cabin noise	<b>99.6%</b>	2nd
<b>Overall</b>	<b>99.2%</b>	<b>4th=</b>

### VERDICT

Balances impressive wet grip with decent fuel economy.

finishing third in rolling resistance – just three per cent behind the brand new Dunlop. It was the weakest of our top five on snow, but only by a relatively small margin of around five per cent.

It lost ground to rivals on snow, but ContiWinterContact showed its class again on wet and dry roads when temperatures fall

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# WINTER TYRE TEST 2015

PERFORMANCE | ECONOMY | SAFETY UK's top winter tyres rated



## 3. Nokian WR D3

**WR D3** struggled to convince in the wet, but proved a success in our snow tests



**AF** REIGNING champion in this size, Nokian has to be content with third this time in the face of new competition. It was even topped on snow, the Finnish tyre maker's speciality, by our winner – although admittedly the margins were small.

It was best in braking and second for both traction and cornering, but dropped to third when all were combined on the handling track, a second off the rapid Goodyear. As we have come to expect of Nokian tyres, the grip on snow inspires confidence – but it was less impressive on other surfaces.

Among the other tests, the WR D3 was most effective in deep water, and was close to the pace in the curved aquaplaning

assessment. It struggled around the handling circuit, where grip levels were low and the front lacked bite. You also had to wait longer to get on the throttle through turns to avoid running wide.

It was closer to the leaders in the dry, where margins tend to be smaller. It had a good balance on the dry track, although plenty of lock was required when accelerating hard through turns. It felt good, though, and not as soft as some rivals. That firmness hurt it on the noise evaluation, where it was a touch noisier than rivals, particularly on the concrete strips, which led to a joint last place finish. At the pumps, fuel consumption would be just over one per cent more than the best.

Price	<b>£101.10</b>
Snow braking	<b>100%</b> 1st
Snow traction	<b>99.4%</b> 2nd
Snow circle	<b>99.2%</b> 2nd
Snow handling	<b>97.6%</b> 3rd
Straight aqua	<b>96.7%</b> 3rd
Curved aqua	<b>90.2%</b> 5th
Wet braking	<b>93.7%</b> 6th
Wet handling	<b>94.9%</b> 8th
Wet circle	<b>96.7%</b> 4th
Dry braking	<b>94.6%</b> 6th
Dry handling	<b>99.1%</b> 5th=
Rolling resistance	<b>94.1%</b> 4th
Cabin noise	<b>98.8%</b> 7th=
<b>Overall</b>	<b>99.4% 3rd</b>

### VERDICT

Impressive on snow, but less convincing in the wet and dry.



## 2. Dunlop Winter Sport 5

**AF** THE Dunlop is new for this winter alongside its Goodyear stablemate, and the pair show how quickly tyre development moves in the current era. While an all-new tyre rather than an evolution is no guarantee of test-winning success, it is necessary to remain competitive.

And a tyre's life is shorter than ever, with class-leading dominance likely to be restricted to a couple of years, as new products appear more frequently than was the case before the introduction of tyre labelling.

Dunlop has certainly done its homework, as the Winter Sport 5 delivered a sound performance across all tests. It proved a particular star at the pumps, where it took the win from Goodyear, demonstrating yet again that the company is leading the way on rolling resistance.

Dunlop was also on the pace in the wet, with a trio of third places. There are better tyres in damp conditions, but the margins were small – it provided a good balance, with very little rear movement and a keen turn in. The gap to the best in dry braking was similar and while it was slowest around the handling track, it was just a second off the winning pace. In Finland, it was third



across all the tests, behind the winning Goodyear and Nokian. Key to its speed on the handling circuit is good traction when turning, ensuring the car is pulled through corners when rivals just spin the wheels.

Price	<b>£113.48</b>
Snow braking	<b>98.3%</b> 4th
Snow traction	<b>97.4%</b> 4th
Snow circle	<b>97.2%</b> 4th
Snow handling	<b>98.1%</b> 2nd
Straight aqua	<b>94.2%</b> 6th
Curved aqua	<b>94.6%</b> 3rd
Wet braking	<b>96.3%</b> 3rd
Wet handling	<b>98.7%</b> 4th
Wet circle	<b>97.5%</b> 3rd
Dry braking	<b>95.3%</b> 5th
Dry handling	<b>98.7%</b> 8th
Rolling resistance	<b>100%</b> 1st
Cabin noise	<b>99.0%</b> 6th
<b>Overall</b>	<b>99.7% 2nd</b>

### VERDICT

Easy on the pocket, and generally impressive on all surfaces.

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Trust the Natives.

# WINTER TYRE TEST 2015

PERFORMANCE | ECONOMY | SAFETY UK's top winter tyres rated

## 1. Goodyear UltraGrip Performance Gen-1



**AE** THE Gen-1 name's a mystery, as we've tested Performance versions of Goodyear's Ultragrip in the past, but there's no mistaking the effectiveness of this new winter tyre. Like so many of our test winners, it manages to work in all conditions.

As befits a design in the tyre labelling era, it performed well for rolling resistance, topping the test with stablemate Dunlop. Engineers have found something when it comes to efficiency as this isn't the first time the brands' products have won this test.

The Gen-1 also led the way on the frozen tracks, only giving best to cold weather specialist Nokian under braking. And it had the same ability as the Dunlop to pull the car through turns with

good traction when the wheels are turned. That grippy tread worked in deep water, too, making some designs look ordinary in the curved test. And while it didn't take any more wet test wins, it wasn't far off the best, with the same strong front end we saw on snow evident again, turning in eagerly and then allowing the throttle to be applied early with limited wheel spin.

This keen turn-in was there in the dry, too, particularly when changing direction. Through longer turns the front would push wide, but it was controllable and progressive. The only poor result was cabin noise, where Goodyear propped up the table with Nokian, although it wasn't far behind the category winner.

Price	£113.33
Snow braking	99.2% 2nd
Snow traction	100% 1st
Snow circle	100% 1st
Snow handling	100% 1st
Straight aqua	95.5% 4th
Curved aqua	100% 1st
Wet braking	94.9% 5th
Wet handling	98.4% 5th
Wet circle	96.0% 7th
Dry braking	95.7% 4th
Dry handling	99.4% 4th
Rolling resistance	98.4% 2nd
Cabin noise	98.8% =7th

**Overall 100% 1st**

**VERDICT**  
Impressive debut in our winter tyre test from a great all-round performer.

### ALL-SEASON TYRE

## Vredestein Quatrac 5

**AE** AS we saw in our all-season tyre test (Issue 1,387), the very latest designs can be a match for winter rubber in snowy conditions and they have the advantage of being designed to be used all year round.

While newer tyres may have overtaken our comparison Quatrac 5, the results indicate an all-season tyre is still likely to be a compromise. It's around 10 per cent off the pace on snow, but critically a long way ahead of the summer tyre.

The gap was generally closer in the wet, although the Vredestein was very poor on the aquaplaning curve, which may have been a problem for this tyre rather than all-season rubber in general.

Even in the dry, some winter tyres were better on braking. Only on the handling track did the all-season have the edge, plus it was a bit more frugal. All-season tyres remain an option, but the gap to the summer tyre in the dry is a concern – it took over seven metres longer to stop.

Price	£105.89
Snow braking	87.8%
Snow traction	88.6%
Snow circle	95.5%
Snow handling	89.9%
Straight aqua	86.6%
Curved aqua	55.0%
Wet braking	90.7%
Wet handling	96.0%
Wet circle	97.3%
Dry braking	95.8%
Dry handling	101.5%
Rolling resistance	101.2%
Cabin noise	99.5%

**Overall 95.6%**

### SUMMER TYRE

## Continental ContiSportContact 5

**AE** ONE look at the snow test results should be enough to persuade you that winter tyres are a must for severe conditions. Braking and traction were poor on the Continental ContiSportContact 5 – we couldn't even get up the slight slope at the start of the snow handling track on this tyre.

The unseasonably high temperatures of our test gave the advantage to the summer tyre in the wet, but it was edgy and prone to sudden breakaway on the wet handling course, with the winter tyres feeling safer and more progressive.

In the dry, the Continental had a clear advantage – this is the test those contemplating all-season rubber or running winter tyres all year round should focus on. The poor aquaplaning and fuel economy results are likely to be a problem for the ContiSportContact 5 individually instead of summer tyres as a whole, and will no doubt be addressed by the new SportContact 6 (Issue 1,388).

Price	£88.51
Snow braking	40.8%
Snow traction	28.9%
Snow circle	63.3%
Snow handling	N/A
Straight aqua	99.1%
Curved aqua	90.3%
Wet braking	104.1%
Wet handling	102.4%
Wet circle	108.4%
Dry braking	112.1%
Dry handling	112.1%
Rolling resistance	86.5%
Cabin noise	99.0%

**Overall 80.2%**

# RESULTS BY CATEGORY

Which tyre performed well in which area? Our tables reveal all

OUR results tables show you category by category which of our winter tyres performed well where – and we've included the Vredestein all-season tyre and Continental summer tyre in our results tables to show how their performance compared

with the best winter tyres. It's sobering how big the differences in performance are in some of the tests – and if anything can persuade you to make the investment when the temperature falls below seven degrees Celsius, this is surely it.

1. Nokian	100%
2. Goodyear	99.6%
3. Michelin	98.8%
4. Dunlop	98.3%
5. Continental	97.4%
6. Vredestein	96.9%
7. Bridgestone	95.7%
8. Pirelli	87.2%
- Vredestein all ssn.	87.8%
- Continental sum.	40.8%

**SNOW BRAKING**

1. Goodyear	100%
2. Nokian	99.4%
3. Michelin	98.8%
4. Dunlop	97.4%
5. Vredestein	96.3%
6. Bridgestone	95.6%
7. Continental	95.1%
8. Pirelli	94.2%
- Vredestein all ssn.	88.6%
- Continental sum.	28.9%

**SNOW TRACTION**

1. Goodyear	100%
2. Nokian	99.2%
3. Pirelli	98.0%
4. Dunlop	97.2%
5. Bridgestone	96.7%
6. Michelin	96.4%
7. Vredestein	95.7%
8. Continental	95.3%
- Vredestein all-ssn.	95.5%
- Continental sum.	63.3%

**SNOW CIRCLE**

1. Goodyear	100%
2. Dunlop	98.1%
3. Nokian	97.6%
4. Bridgestone	95.0%
4. Vredestein	95.0%
6. Continental	94.9%
7. Pirelli	94.8%
8. Michelin	94.2%
- Vredestein all-ssn.	89.9%
- Continental sum.	0.0%

**SNOW HANDLING**

1. Michelin	100%
2. Bridgestone	99.6%
3. Dunlop	99.3%
4. Michelin	99.1%
5. Continental	99.6%
6. Dunlop	99.0%
7. Goodyear	98.8%
8. Nokian	98.8%
- Vredestein all-ssn.	98.5%
- Continental sum.	99.0%

**STRANDS SQUA**

1. Goodyear	100%
2. Michelin	95.4%
3. Dunlop	94.6%
4. Bridgestone	90.9%
5. Nokian	90.2%
6. Continental	80.0%
7. Pirelli	64.6%
8. Vredestein	61.8%
- Vredestein all ssn.	55.0%
- Continental sum.	90.3%

**CURVED AQUA**

1. Pirelli	100%
2. Continental	97.5%
3. Dunlop	96.3%
4. Michelin	95.8%
5. Goodyear	94.9%
6. Nokian	93.7%
7. Vredestein	89.9%
8. Bridgestone	88.5%
- Vredestein	90.7%
- Continental	104.1%

**WET BRAKING**

1. Continental	100%
2. Michelin	99.9%
3. Pirelli	99.6%
4. Dunlop	98.7%
5. Goodyear	98.4%
6. Vredestein	97.8%
7. Bridgestone	95.8%
8. Nokian	94.9%
- Vredestein all ssn.	96.0%
- Continental sum.	102.4%

**WET HANDLING**

1. Continental	100%
2. Pirelli	98.5%
3. Dunlop	97.5%
4. Nokian	96.7%
5. Michelin	96.6%
5. Vredestein	96.6%
7. Goodyear	96.0%
8. Bridgestone	94.8%
- Vredestein all ssn.	98.6%
- Continental sum.	108.4%

**WET CIRCLE**

1. Pirelli	100%
2. Continental	96.3%
2. Michelin	96.3%
4. Goodyear	95.7%
5. Dunlop	95.3%
6. Nokian	94.6%
7. Bridgestone	94.2%
8. Vredestein	93.7%
- Vredestein all ssn.	95.8%
- Continental sum.	112.1%

**DRY BRAKING**

1. Michelin	100%
2. Continental	99.6%
2. Vredestein	99.6%
4. Goodyear	99.4%
5. Bridgestone	99.1%
5. Nokian	99.1%
7. Pirelli	99.0%
8. Dunlop	98.7%
- Vredestein all ssn.	101.5%
- Continental sum.	103.0%

**DRY HANDLING**

1. Dunlop	100%
2. Goodyear	98.4%
3. Continental	97.0%
4. Nokian	94.1%
5. Pirelli	92.6%
6. Vredestein	89.9%
7. Michelin	84.9%
8. Bridgestone	84.3%
- Vredestein all ssn.	101.2%
- Continental sum.	86.5%

**ROLLING RESISTANCE**

1. Vredestein	100%
2. Continental	99.6%
3. Bridgestone	99.3%
4. Michelin	99.1%
4. Pirelli	99.1%
6. Dunlop	99.0%
7. Goodyear	98.8%
7. Nokian	98.8%
- Vredestein all-ssn.	99.5%
- Continental sum.	99.0%

**CABIN NOISE**

1. Nokian	£100.10
2. Goodyear	£113.33
3. Dunlop	£113.48
4. Vredestein	£113.73
5. Continental	£119.30
6. Bridgestone	£124.84
7. Pirelli	£151.52
7. Michelin	£154.57
- Vredestein all ssn.	£105.89
- Continental sum.	£88.51

**PRICE**

1. Goodyear	100%
2. Dunlop	99.7%
2. Nokian	99.4%
4. Continental	99.2%
4. Michelin	99.2%
6. Pirelli	98.1%
7. Vredestein	97.7%
8. Bridgestone	97.6%
- Vredestein all ssn.	95.6%
- Continental sum.	80.2%

**OVERALL**

**OVERALL VERDICT**  
OUR test results are neatly split in two, with the top five hard to separate, and Goodyear and Dunlop enjoying a slight advantage. All are a sound choice for winter use, and the buying decision will come down to availability and what you want from a tyre. The remaining three tyres are closely matched, but a step behind the leaders – although a long way in front of a summer tyre in winter conditions.

## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

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**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt) **BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)

**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20) **BAND H:** 166-175g/km CO<sub>2</sub> (E295/E295)

**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30) **BAND I:** 176-185g/km CO<sub>2</sub> (E350/E225)

**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110) **BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)

**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130) **BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)

**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145) **BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)

**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

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500 - 3657x1627mm, <b>EURO-NCAP N/A</b>						
<b>DRIVER POWER POS:</b> 87th						
1.4 T-Jet 500	<b>G</b>	43.5	7.9	155	27	<b>E14560</b>
1.4 T-Jet 595 Turismo	<b>G</b>	43.5	7.4	155	28	<b>E19800</b>
1.4 T-Jet 595 Competizione	<b>G</b>	48.7	6.7	155	28	<b>E19800</b>
1.4 T-Jet 695 Biposto	<b>G</b>	43.5	5.9	155	38	<b>E32990</b>
500CS/595C, add £1800, auto: add £1265						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>ALFA ROMEO</b>						
www.alfaromeo.co.uk / Brochure: 00800 2512 0000 / Dealers: 46						
Warranty: 3 years/unlimited miles						
MiTo - 4063x1720mm, <b>EURO-NCAP</b>						
<b>DRIVER POWER POS:</b> 155th						
1.3 JTDM-2 (85) Progression	<b>A</b>	80.7	12.9	90	11	<b>E14405</b>
1.3 JTDM-2 (85) Junior	<b>A</b>	80.7	12.9	90	11	<b>E15605</b>
1.3 JTDM-2 (85) Distinctive	<b>A</b>	80.7	12.9	90	11	<b>E16745</b>
1.3 JTDM-2 (120) Distinctive	<b>C</b>	85.7	9.9	112	19	<b>E17910</b>
0.9T TwinAir (105) Progression	<b>A</b>	67.2	11.4	99	13	<b>E13860</b>
0.9T TwinAir (105) Junior	<b>A</b>	67.2	11.4	99	13	<b>E13860</b>
0.9T TwinAir (105) Distinctive	<b>A</b>	67.2	11.4	99	13	<b>E16160</b>
1.4 TB MultiAir (78) Progression	<b>D</b>	50.4	13.0	130	9	<b>E12760</b>
1.4 TB MultiAir (140) TCT D'active	<b>D</b>	52.3	8.1	124	22	<b>E17710</b>
1.4 TB M'Air (170) Q'foglio Verde	<b>D</b>	52.3	7.3	124	27	<b>E20300</b>
QV Line add £750 to Distinctive (not 1.3 JTDM-2)						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Giulietta</b> - 4351x1798mm, <b>EURO-NCAP</b>						
<b>DRIVER POWER POS:</b> 69th						
1.6 JTDM-2 (105) Business	<b>B</b>	70.6	11.3	104	18	<b>E19080</b>
1.6 JTDM-2 (105) Progression	<b>B</b>	70.6	11.3	104	18	<b>E19500</b>
1.6 JTDM-2 (105) Distinctive	<b>B</b>	70.6	11.3	104	18	<b>E20750</b>
2.0 JTDM-2 (150) Business	<b>B</b>	57.3	8.8	110	23	<b>E20360</b>
2.0 JTDM-2 (150) Distinctive	<b>B</b>	67.3	8.8	110	23	<b>E19190</b>
1.4 TB (120) Progression	<b>F</b>	44.1	9.4	148	17	<b>E18450</b>
1.4 TB (120) Distinctive	<b>F</b>	44.1	9.4	148	16	<b>E19700</b>
1.4 TB MultiAir (150) Sprint	<b>E</b>	49.6	8.2	131	20	<b>E20700</b>
1.4 TB MultiAir (170) TCT Business	<b>C</b>	55.4	7.6	119	23	<b>E20900</b>
1.4 TB MultiAir (170) Distinctive	<b>E</b>	49.6	7.6	131	23	<b>E12100</b>
1.75 (240) TCT Q'foglio Verde	<b>G</b>	40.4	6.0	162	25	<b>E28330</b>
Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDM-2, £1295 to 1.4 TB (170)						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>4C</b> - 3989x2090mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
1.75T TCT 4C	<b>G</b>	41.5	4.5	157	N/A	<b>E1500</b>
4C Spider: add £8000						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>ALPINA</b>						
www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18						
Warranty: 2 years/unlimited miles						
D3 - 4628x1811mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto D3 Bi-Turbo 4dr	<b>E</b>	53.3	4.6	139	50	<b>E46950</b>
3.0 auto D3 Bi-Turbo Touring	<b>F</b>	52.3	4.6	142	50	<b>E46950</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>B3</b> - 4628x1811mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto B3 Bi-Turbo 4dr	<b>I</b>	37.2	4.2	177	49	<b>E49850</b>
3.0 auto B3 Bi-Turbo Touring	<b>I</b>	36.7	4.3	179	49	<b>E56950</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>D5</b> - 4913x1860mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto D5 Bi-Turbo 4dr	<b>G</b>	47.9	5.1	155	47	<b>E66950</b>
3.0 auto D5 Bi-Turbo Touring	<b>G</b>	45.6	5.3	163	47	<b>E66950</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>B5</b> - 4905x4913x1860mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
4.4 V8 auto B5 Bi-Turbo 4dr	<b>L</b>	26.9	4.5	244	N/A	<b>E75150</b>
4.4 V8 auto B5 Bi-Turbo 4dr	<b>L</b>	26.9	4.5	244	N/A	<b>E75150</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>B7</b> - 5092x1902mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
4.4 V8 auto B7 Bi-Turbo 4dr	<b>L</b>	28.5	4.6	230	N/A	<b>E98800</b>
4.4 V8 auto B7 Bi-Turbo 4dr	<b>L</b>	28.5	4.6	230	N/A	<b>E98800</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>XD3</b> - 4651x1901mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto XD3 Bi-Turbo	<b>H</b>	42.8	4.9	174	50	<b>E64540</b>
3.0 auto XD3 Bi-Turbo	<b>H</b>	42.8	4.9	174	50	<b>E64540</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>D4</b> - 4640x1825mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto D4 Bi-Turbo Coupe	<b>E</b>	53.3	4.6	139	49	<b>E50950</b>
3.0 auto D4 Bi-Turbo Convertible	<b>G</b>	47.9	5.0	156	49	<b>E54950</b>

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>B4</b> - 4640x1825mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
3.0 auto B4 Bi-T						



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bmw.co.uk

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
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5.2 V10 FSI (540) 5 tronic quattro **M** 24.5 3.5 275 50 £1119500  
5.2 V10 FSI (610) 5 tronic quattro **M** 22.7 3.2 289 50 £1375000

## BAC

www.bac-monaco.com / Brochure: 0151 486 8787 / Dealers: 1  
Warranty: 1 year

**Mono** - 395x1836mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

2.5 VVT BAC Mono **42.2** 2.8 N/A N/A £111168

## BENTLEY

www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23  
Warranty: 3 years/unlimited miles

**Flying Spur** - 5299x1924mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

4.0 V8 auto Flying Spur **L** 25.9 4.9 254 50 £136915  
6.0 W12 auto Flying Spur **M** 19.0 4.3 343 50 £147145

**Mulsanne** - 5575x1926mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

6.75 V8 auto Mulsanne **M** 16.8 5.1 393 50 £230505  
6.75 V8 auto Mulsanne Speed **M** 19.3 4.8 342 50 £253345

**Continental** - 4804-5290x1916-1945mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

6.0 W12 auto GT **M** 19.5 4.3 338 50 £140945  
6.0 W12 auto GT Speed **M** 19.5 4.0 338 50 £157845  
4.0 V8 auto GT **L** 26.7 4.6 246 50 £130915  
4.0 V8 auto GT S **L** 26.7 4.3 246 50 £139915  
4.0 V8 auto GT3-R **M** 22.3 3.6 295 50 £238645  
Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

## BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

**i3** - 3999x1755mm, **EURO-NCAP ★★★★**  
**DRIVER POWER POS:** N/A

eDrive auto i3 **A** N/A 7.2 0 21 £30680  
eDrive auto i3 Range Extender **A** 470/8.7 9.9 13 21 £32830

**1 Series** - 4324x1765mm, **EURO-NCAP ★★★★**  
**DRIVER POWER POS:** 101st

1.6 118i SE 3dr **D** 52.3 8.5 125 18 £20245  
1.6 118i Sport 3dr **D** 52.3 8.5 125 18 £21245  
1.6 120i Sport 3dr **E** 48.7 7.4 138 21 £23295  
2.0 125i M Sport 3dr **G** 42.2 6.4 157 28 £26375  
3.0 M135i 3dr **J** 35.3 5.1 188 37 £31195  
1.5 116d ED 3dr **A** 83.1 10.4 89 15 £20230  
2.0 118d SE 3dr **B** 70.6 8.3 104 19 £22325  
2.0 118d Sport 3dr **B** 70.6 8.3 104 19 £23325  
2.0 120d Sport 3dr **C** 65.7 7.1 114 24 £24775  
2.0 auto 125d M Sport 3dr **D** 61.4 6.3 121 30 £29800  
Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830

**3 Series** - 4624x1811mm, **EURO-NCAP ★★★★**  
**DRIVER POWER POS:** 51st

2.0 318i SE **D** 52.3 8.9 124 23 £24975  
2.0 318i Sport **D** 52.3 8.9 124 23 £25275  
2.0 320i SE **E** 48.7 7.3 134 30 £27255  
2.0 320i Sport **E** 48.7 7.3 134 30 £27555  
2.0 330i M Sport **E** 47.9 7.3 138 31 £29955  
2.0 330i M Sport **G** 43.5 5.9 151 36 £32805  
2.0 340i M Sport **I** 36.7 5.5 179 38 £38125  
2.0 316d SE **B** 68.9 10.9 100 20 £27435  
2.0 316d Sport **B** 68.9 10.9 100 20 £27735  
2.0 318d SE **C** 67.3 9.0 111 24 £28665  
2.0 318d Sport **C** 67.3 9.0 111 24 £28965  
2.0 320d SE **C** 67.3 7.5 111 31 £29785  
2.0 320d Sport **C** 67.3 7.5 111 31 £30085  
2.0 320d EfficientDynamics Plus **B** 72.4 8.0 102 31 £30845  
2.0 318d M Sport **C** 64.2 9.0 116 25 £30965  
2.0 320d EfficientDynamics Sport **B** 68.9 8.0 100 31 £30965  
2.0 320d M Sport **C** 64.2 7.5 116 32 £32085  
2.0 330d auto M Sport **E** 56.5 5.6 131 38 £37415  
2.0 335d auto M Sport xDrive **F** 51.4 4.8 145 43 £40330  
3.0 i7 M3 **K** 32.1 4.3 204 45 £56595  
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

**3 Series Gran Turismo** - 4824x1828mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** 51st

2.0 320i SE **G** 42.2 7.9 155 31 £29905  
2.0 320i Luxury **G** 42.2 7.9 155 31 £31905  
2.0 328i SE **G** 41.5 6.1 157 35 £33105  
2.0 328i Luxury **G** 41.5 6.1 157 35 £33105  
3.0 335i Luxury **J** 34.9 5.7 189 38 £40565  
3.0 318d SE **D** 61.4 9.7 122 24 £12725  
3.0 318d Luxury **D** 61.4 9.7 122 24 £32375  
3.0 320d SE **D** 57.6 8.0 130 30 £32375  
3.0 320d Luxury **D** 57.6 8.0 130 30 £34375  
3.0 325d SE **E** 54.3 7.1 136 34 £34305  
3.0 325d Luxury **E** 54.3 7.1 136 34 £36305  
3.0 330d SE **E** 54.3 5.7 137 40 £37705  
3.0 330d Luxury **E** 54.3 5.7 137 40 £39705  
3.0 auto 335d xDrive Luxury **F** 49.6 4.9 149 42 £44120  
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

**5 Series** - 4907x4998x1860-1901mm, **EURO-NCAP ★★★★**  
**DRIVER POWER POS:** 47th

2.0 520i SE **F** 44.1 7.9 149 36 £33130  
2.0 520i M Sport **F** 44.1 7.9 149 37 £35985  
2.0 528i SE **G** 42.8 6.2 154 40 £36695  
2.0 528i M Sport **G** 42.8 6.2 154 41 £39530  
3.0 auto 535i Luxury **H** 39.2 5.7 169 42 £44685  
3.0 auto 535i M Sport **H** 39.2 5.7 169 42 £44740  
4.4 V8 auto 550i Luxury **J** 32.8 4.6 199 46 £57610  
4.4 V8 auto 550i M Sport **J** 32.8 4.6 199 46 £57910  
2.0 518d SE **C** 62.8 9.7 119 30 £30865  
2.0 518d M Sport **C** 62.8 9.7 119 31 £33665  
2.0 520d SE **C** 62.8 8.1 119 33 £32365  
2.0 520d M Sport **C** 62.8 8.1 119 34 £35165  
2.0 525d M Sport **D** 57.6 7.0 129 33 £36980  
2.0 525d M Sport **D** 57.6 7.0 129 40 £39910  
3.0 auto 530d SE **E** 55.4 5.8 134 43 £41455  
3.0 auto 530d Luxury **E** 55.4 5.8 134 43 £44255  
3.0 auto 530d M Sport **E** 55.4 5.8 134 43 £44270

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 535d M Sport	<b>E</b> 53.3 5.3 138 45	£48920			
3.0 auto ActiveHybrid 5 SE	<b>F</b> 44.1 5.9 149 44	£47790			
3.0 auto ActiveHybrid 5 Luxury	<b>F</b> 44.1 5.9 149 44	£48825			
3.0 auto ActiveHybrid 5 M Sport	<b>F</b> 44.1 5.9 149 44	£50625			
4.4 V8T DCT M5	<b>L</b> 28.5 4.3 232 48	£7485			
4.4 V8T DCT M5 30 Jahr Edition	<b>L</b> 28.5 3.9 232 49	£91890			
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed					

**5 Series Gran Turismo** - 5004x1901mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** 47th

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 auto 520d SE	<b>F</b> 51.4 8.9 144 33	£38045			
2.0 auto 520d Luxury	<b>F</b> 51.4 8.9 144 34	£40045			
3.0 auto 530d SE	<b>G</b> 48.7 6.2 153 43	£46965			
3.0 auto 530d Luxury	<b>G</b> 48.7 6.2 153 44	£48965			
3.0 auto 535i Luxury	<b>J</b> 34.4 6.1 192 44	£49465			
3.0 auto 535d Luxury	<b>G</b> 47.9 5.7 154 46	£51885			
4.4 V8 auto 550i Luxury	<b>K</b> 30.7 5.0 214 46	£59515			
M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury					

**7 Series** - 5072x512x1902mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 740i SE	<b>I</b> 35.8 5.7 184 48	£61675			
3.0 auto ActiveHybrid 7 SE	<b>G</b> 41.5 5.7 158 47	£66200			
3.0 auto 730d SE	<b>F</b> 50.4 6.1 148 48	£58275			
3.0 auto 740d SE	<b>F</b> 49.6 5.5 149 49	£65465			
4.4 auto 750i SE	<b>J</b> 32.8 4.8 199 49	£71515			
6.0 V12 auto 760i SE	<b>M</b> 21.1 4.6 314 50	£1202015			
Long wheelbase: add £3000 to petrol, £300 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesel, £3295 to M Sport diesel, M Sport: add £2727 to 740i, 750i, 730d and 740d, or £2245 to 760i					

**2 Series Active Tourer** - 4342x1800mm, **EURO-NCAP ★★★★**  
**DRIVER POWER POS:** N/A

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.5T 218i SE	<b>C</b> 57.6 9.2 115 13	£22475			
2.0T 220i Sport	<b>E</b> 47.9 7.5 137 20	£25775			
2.0T 225i xDrive auto Luxury	<b>F</b> 44.1 6.3 148 23	£31175			
1.5 116i SE	<b>A</b> 74.3 10.6 99 11	£23410			
2.0 180d SE	<b>B</b> 68.9 8.9 109 15	£24555			
2.0 125d Sport	<b>C</b> 64.2 7.6 115 15	£27255			
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to 220i, SE: Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £1050 to 220d, 2 Series Gran Tourer: add £1700 to selected models					

**X1 (NEW)** - 4439x1821mm, **EURO-NCAP ★★★★**  
**DRIVER POWER POS:** N/A

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 auto 18d SE	<b>B</b> 68.7 9.2 109 N/A	£26780			
2.0 xDrive20d Sport	<b>D</b> 58.0 7.6 127 N/A	£30630			
2.0 xDrive20d auto Sport	<b>F</b> 49.6 5.5 149 39	£31225			
2.0 xDrive25d auto xLine	<b>E</b> 56.5 6.6 132 N/A	£36060			
Auto: add £1550 to 18d/20d, xDrive: add £1500 to xDrive18d, Sport: add £1500 to SE, xLine/M Sport: add £3000 to SE					

**X3 - 4657x1881mm, **EURO-NCAP ★★★★****  
**DRIVER POWER POS:** 24th

Euro band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 xDrive18d SE	<b>D</b> 60.1 9.5 124 26	£31295			
2.0 xDrive20d SE	<b>E</b> 54.3 8.1 136 30	£33295			
3.0 auto xDrive30d SE	<b>G</b> 49.6 5.9 159 39	£40060			
3.0 auto xDrive35d M Sport	<b>G</b> 47.1 5.3 157 43	£46690			
Auto: add £1550 to 18d/20d, xLine: add £1500, M Sport: add £3000 to SE					

**X4 - 4657x1881mm, **EURO-NCAP N/A****  
**DRIVER POWER POS:** N/A

Euro band	MPG	0-60mph	CO<sub>2</sub>	Insurance group	List price


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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	41	£45745
3.0T M4	K	32.1	4.3	204	42	£57050
Auto: add £1515-£1360, xDrive: add £1535 to 420i, 420d to 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury						
2.4 - 4239-4244x1790mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 sDrive18i	G	41.5	7.9	159	38	£27740
2.0 dDrive20i	G	41.5	6.9	158	38	£29840
2.0 dDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 dDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 dCT Drive35i	K	31.4	4.8	210	43	£45990
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						
6 Series - 4894x1894mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 640d SE	I	37.2	5.3	176	47	£60630
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650 Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£92350
Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport						
IB - 4589x1942mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5 Tt/eDrive auto iB	A	113.0	4.4	59	50	£99895

## CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	£22995	
2.0 360	N/A	4.8	N/A	N/A	£26995	
2.0 420	N/A	3.8	N/A	N/A	£29995	
2.0 5/2 620R	N/A	2.8	N/A	N/A	£49995	
5 Pack: add £2995, R Pack: add £3995, SV chassis: add £500, DIY kit: £3000 less than factory build						

## CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1  
Warranty: 5 years/100000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£3545
Auto: add £1500, Convertible: add £5000						

Corvette - 4493x1877mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£60700

## CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

C-Zero - 3745x1475mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£21216
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C1 - 3466x1884mm, EURO-NCAP ★★★★  
DRIVER POWER POS: 96th

1.0 VTi (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTi (68) Feel 3dr	A	68.9	14.3	95	6	£8995
1.0 VTi (68) Flair 3dr	A	68.9	14.3	97	7	£10285
1.0 VTi (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10355
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTi (68) ETG Flair 5dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Flair 3dr, Aircaps: add £600 to select models						

C3 - 3941x1728mm, EURO-NCAP ★★★★  
DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VT+	B	64.2	14.2	102	9	£12485
1.2 PureTech (82) VT+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) VTG auto VT+	B	51.4	13.2	99	12	£14135
1.4 HDi (70) VT+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) VTG auto VT+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VT+	A	76.3	12.5	95	6	£15390
1.6 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	6	£15740
1.6 VTi (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	9	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	6	£16240
ETG6 auto: add £600 to e-HDi (90) Exclusive						

C4 - 4239x1789mm, EURO-NCAP ★★★★  
DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	76.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S	A	85.6	11.5	86	20	£17545
1.2 PureTech (110) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19445
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.6 BlueHDi (100) S&S	A	85.6	12.9	105	9	£15490
1.2 PureTech (82) Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19445
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.6 BlueHDi (100) S&S	A	85.6	12.9	105	9	£15490
1.2 PureTech (82) Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19445
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.6 BlueHDi (100) S&S	A	85.6	12.9	105	9	£15490
1.2 PureTech (82) Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19445
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.6 BlueHDi (100) S&S	A	85.6	12.9	105	9	£15490
1.2 PureTech (82) Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19445
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.6 BlueHDi (100) S&S	A	85.6	12.9	105	9	£15490
1.2 PureTech (82) Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19445
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★  
DRIVER POWER POS: N/A</



Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 CRDI (136) ISG SE Nav	D	58.8	10.6	127 N/A	£24195
2.0 CRDI (185) 4WD SE Nav	G	47.9	9.9	154 N/A	£26665
1.7 CRDI (116) ISG Premium	C	61.7	9.7	119 N/A	£25045
2.0 CRDI (136) ISG Premium	D	58.9	10.6	127 N/A	£26445
2.0 CRDI (185) 4WD Premium	G	47.9	9.9	154 N/A	£28945
1.6 T-GDI (177) 4WD Premium	I	37.2	9.5	177 N/A	£26945
Auto: add £1350 to 2.0 CRDI 4WD, add £1450 to 1.6 T-GDI SE; add £1800 to 5.0 V8; add £1630, Premium SE; add £1900 to Premium (not 1.7 CRDI)					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
Santa Fe - 4690x1880mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.2 CRDI Style 2WD 5-seat	G	47.9	9.4	155 18	£27800
2.2 CRDI Style 4WD 5-seat	G	46.3	9.8	159 19	£29000
2.2 CRDI Premium 4WD 5-seat	G	46.3	9.8	159 19	£30020
2.2 CRDI Premium SE 4WD 7-seat	G	46.3	9.8	159 20	£33720
Auto: add £1705 to 4WD models; Seven seats: add £1200					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
Genesis - 4990x1890mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.8 V6 GDI Genesis	M	25.2	6.5	261 42	£47995

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
INFINITI					
www.infiniti.co.uk / Dealers: 10					
Warranty: 3 years/60000 miles					
Q50 - 4790-4800x1820mm, EURO-NCAP ★★★★					
DRIVER POWER POS: N/A					
2.2d Q50 SE	C	64.2	8.5	114 39	£27950
2.2d Q50 Premium	C	64.2	8.5	114 40	£30350
2.2d Q50 Sport	C	64.2	8.5	114 40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144 42	£40005
3.5 V6 Q50 Hybrid AWD	G	41.5	5.9	154 42	£41630
Auto: add £1550 to 2.2d; Executive: add £1920 to SE; Premium Executive: add £3120 to Premium					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.7 V6 auto Q60 Conv GT Premium	M	24.8	6.4	264 48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246 45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246 45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246 45	£41860

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
Q70 - 4945x1845mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145 43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129 35	£36260
2.2d auto Q70 Sport	D	57.6	8.9	129 35	£38580
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235 42	£44100

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
QX50 - 4635-4645x1800mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0d V6 auto QX50	K	33.2	7.9	224 46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224 46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265 46	£38449
Premium spec: add £3598 to GT models					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
QX70 - 4865x1925mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0d V6 auto QX70 GT	K	32.8	8.3	225 47	£42370
3.0d V6 auto QX70 S	K	32.8	8.3	225 47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282 50	£42525
3.7 V6 auto QX70 S	M	23.0	6.8	282 47	£44625
5.0 V8 auto QX70 Premium	M	22.0	5.8	307 50	£45025
Premium spec: add £4450 to GT and S models					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
ISUZU					
www.isuzu.co.uk / Brochure: 08466 626 640 / Dealers: 97					
Warranty: 5 years/125000 miles					
D-Max - 5295x1860mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.5D Eiger Double Cab	J	38.7	N/A	194 9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194 9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194 9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194 9	£26043
Auto: add £1200 to Yukon, Utah					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
JAGUAR					
www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97					
Warranty: 3 years/unlimited miles					
XE - 4872x1850mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0d (163) SE	A	75.0	7.9	99 22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99 24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99 24	£32975
2.0d (180) SE	B	67.3	7.4	109 27	£30275
2.0d (180) R-Sport	B	67.3	7.4	109 27	£30325
2.0d (180) Portfolio	B	67.3	7.4	109 27	£33675
2.0d (180) S	B	67.3	7.4	109 27	£33675
2.0d (180) R-Sport	I	37.7	7.1	179 27	£36995
2.0d (200) auto R-Sport	I	37.7	7.1	179 27	£39745
2.0d (240) auto R-Sport	I	37.7	6.5	179 29	£33905
2.0d (240) auto Portfolio	I	37.7	6.5	179 29	£33745
3.0d (340) auto S	J	34.9	5.4	194 35	£44870
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
XF - 4954x1967mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0d (163) Prestige	B	71.7	8.2	104 N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104 N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114 N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114 N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114 N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144 N/A	£49950
3.0d (340) auto S	J	34.0	5.1	198 N/A	£49950
Auto: add £1750					

Eco band	Mpg	0-60mph	CO <sub>2</sub>	Insurance group	List price
XJ - 5122-5247x1894mm, EURO-NCAP N/A					
DRIVER POWER POS: 7th					
2.0d (163) SE	D	58.8	10.6	127 N/A	£24195
2.0d (180) SE	D	58.8	10.6	127 N/A	£26665
2.0d (180) S	D	58.8	10.6	127 N/A	£26045
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) Portfolio	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) S	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) Portfolio	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) S	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) Portfolio	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) S	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) Portfolio	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) S	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) Portfolio	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127 N/A	£26945
2.0d (180) S	D	58.8	10.6	127 N/A	£26945
2.0d (180) R-Sport	D	58.8	10.6	127	



**Seven seats.  
Because style should  
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**The all-new Audi Q7 S line quattro  
from £625 per month.\* Includes:**

- 20" alloy wheels
- 7 seats (third row electrically folding)
- All-weather LED headlights

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Business users only with Contract Hire.^

Official fuel consumption figures for the all-new Audi Q7 S line 3.0 TDI quattro 272PS tiptronic in mpg (l/100km): Urban 44.1 (6.4), Extra Urban 50.4 (5.6), Combined 47.9 (5.9). CO<sub>2</sub> emissions: 153g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. \*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. \*Plus VAT and initial rental. Business users only. Based on the all-new Audi Q7 S line 3.0 TDI quattro 272PS tiptronic. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £3,750.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (October 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	Last price	Eco band	MPG	0-60mph	CO <sub>2</sub>	Last price		
3.0 V6 TDI 650S	<b>M</b>	24.2	3.0	275	50	£195275	<b>A</b>	78.5	11.3	92	16	£22785	
3.0 V6 TDI 650S Spider	<b>M</b>	24.2	3.0	275	50	£215275	<b>C</b>	62.8	9.3	118	20	£28860	
3.0 V6 TDI 675LT	<b>M</b>	24.2	2.9	275	50	£259500	<b>C</b>	64.2	8.2	115	20	£27760	
<b>MASERATI</b>							<b>2.0T auto A 180 AMG</b>	<b>G</b>	40.9	4.6	161	43	£30195
www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17							Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250						
Warranty: 3 years/unlimited miles													
Ghia - 4971x1948mm, EURO-NCAP <b>★★★★★</b>													
DRIVER POWER POS: N/A													
3.0 V6 TDI auto	<b>K</b>	29.4	5.6	223	N/A	£52615	1.6 B 180 SE	<b>D</b>	50.4	9.3	129	19	£21500
3.0 V6 TDI auto S	<b>L</b>	27.2	5.0	242	N/A	£63760	1.6 B 200 SE	<b>D</b>	50.4	8.6	130	22	£22575
3.0 V6 auto Diesel	<b>G</b>	47.9	6.3	158	N/A	£49160	2.1 auto B 220 CDI 4MATIC Sport	<b>D</b>	56.5	8.3	130	19	£28625
<b>Quattroporte</b> - 5262x1948mm, EURO-NCAP N/A							1.5 B 180 CDI ECO Sport	<b>C</b>	78.5	11.6	94	15	£22575
DRIVER POWER POS: N/A							1.5 B 180 CDI ECO	<b>C</b>	68.9	11.6	106	15	£22575
3.0 V6 auto Diesel	<b>G</b>	45.6	6.4	163	50	£69235	2.1 B 200 CDI SE	<b>C</b>	65.7	9.9	111	19	£23850
3.0 V6 auto S	<b>L</b>	27.2	5.1	242	50	£60115	2.1 auto B 220 CDI Sport	<b>A</b>	67.3	8.3	109	20	£22125
3.8 V8 auto GT5	<b>M</b>	23.9	4.7	274	50	£108185	132KW ED Sport	<b>A</b>	N/A	7.9	0	£26950	
<b>GranTurismo</b> - 4881x1933x1847-1915mm, EURO-NCAP N/A							132KW ED Electric Art	<b>A</b>	N/A	7.9	0	£22245	
DRIVER POWER POS: N/A							Auto: add £1450, Sport: add £725 to petrol SE, £950 to 180 CDI SE, £775 to B 200 CDI AMG Line: add £2030 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC						
4.2 V8 auto	<b>M</b>	19.8	5.2	330	50	£82280	<b>CLA-Class</b> - 4630x1777mm, EURO-NCAP <b>★★★★★</b>						
4.7 V8 auto Stradale	<b>M</b>	18.2	4.5	360	50	£110135	DRIVER POWER POS: N/A						
4.7 V8 Sport	<b>M</b>	18.2	4.7	360	50	£94140	1.8 CLA 200 CDI Sport	<b>C</b>	64.2	9.4	117	25	£26825
<b>GranCabrio</b> - 4881x1933x1847-1915mm, EURO-NCAP N/A							2.1 auto CLA 220 CDI Sport	<b>C</b>	62.8	8.2	117	28	£29775
DRIVER POWER POS: N/A							1.6 CLA 180 Sport	<b>D</b>	50.4	9.3	130	24	£24775
4.7 V8 auto	<b>M</b>	19.5	5.3	337	50	£98340	2.0 auto CLA 250 4MATIC AMG Sp	<b>G</b>	42.8	6.6	154	35	£33405
4.7 V8 auto MC	<b>M</b>	19.5	4.9	337	50	£111770	2.0 auto CLA 45 AMG	<b>G</b>	39.8	4.6	161	45	£42270
4.7 V8 auto Sport	<b>M</b>	19.5	5.0	337	50	£103935	Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £350-£380, 4MATIC: add £1500 to CLA 220 CDI						
<b>MAZDA</b>													
www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170							2.0 C 200 AMG Line	<b>E</b>	53.3	7.5	132	31	£11285
Warranty: 3 years/60000 miles							2.0 C 200 d AMG Line	<b>B</b>	68.9	8.7	106	26	£32870
2-4050x1695mm, EURO-NCAP <b>★★★★★</b>							2.0 C 200 SE	<b>D</b>	72.4	8.7	101	25	£29380
DRIVER POWER POS: N/A							2.0 C 200 SE	<b>D</b>	53.3	7.5	123	29	£27665
1.5 (75) SE	<b>B</b>	60.1	12.1	110	13	£11995	2.1 C 220 d AMG Line	<b>B</b>	70.6	7.7	108	31	£33665
1.5 (75) SE-L	<b>B</b>	60.1	12.1	110	13	£12995	2.1 C 220 d SE	<b>E</b>	65.7	6.6	109	35	£32830
1.5 (90) SE-L	<b>B</b>	62.8	9.4	105	15	£13995	2.1 auto C 250 d AMG Line	<b>C</b>	65.7	6.6	109	37	£38630
1.5 (90) Sport	<b>B</b>	62.8	9.4	105	16	£14995	2.1 auto C 250 d SE	<b>B</b>	70.6	7.7	103	29	£30175
1.5 (115) Sport Nav	<b>C</b>	56.5	8.7	117	19	£15995	2.1 auto C 250 d Sport	<b>A</b>	78.5	6.4	94	36	£35440
1.5D (105) SE-L	<b>A</b>	83.1	10.1	89	15	£15995	2.0 auto C 300 d Sport	<b>J</b>	34.5	4.1	192	47	£60060
1.5D (105) Sport	<b>A</b>	83.1	10.1	89	15	£16995	4.0TT auto AMG C 63	<b>J</b>	34.5	4.0	192	48	£66810
Auto: add £1200 to 1.5 (90)							Auto: add £1500 to Sport Nav Diesel	<b>L</b>	28.5	4.1	232	49	£84740
<b>CX-3</b> - 4275x1785mm, EURO-NCAP <b>★★★★★</b>							State: add £1750-£1915						
DRIVER POWER POS: 39th													
1.5-160 SE	<b>C</b>	55.4	10.8	119	13	£16995	<b>C-Class</b> - 4866x1810mm, EURO-NCAP <b>★★★★★</b>						
1.5-160 SE 5dr	<b>C</b>	55.4	8.9	118	17	£17295	DRIVER POWER POS: N/A						
2.0 (120) Sport Nav Sdr	<b>C</b>	55.4	8.9	119	18	£20195	1.8 CLA 200 CDI Sport	<b>C</b>	64.2	8.3	117	25	£26825
2.0 (165) Sport Nav Sdr	<b>F</b>	48.7	8.2	135	22	£21920	2.1 auto CLA 220 CDI Sport	<b>D</b>	62.8	8.2	117	28	£29775
2.2D (150) SE	<b>D</b>	72.4	8.1	107	23	£19645	1.6 CLA 180 Sport	<b>D</b>	50.4	9.3	130	24	£24775
2.2D (150) Sport Nav Sdr	<b>D</b>	72.4	8.1	107	24	£22545	2.0 auto CLA 250 4MATIC AMG Sp	<b>G</b>	42.8	6.6	154	35	£33405
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as 5dr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)							2.0 auto CLA 45 AMG	<b>G</b>	39.8	4.6	161	45	£42270
<b>6</b> - 4870x1840mm, EURO-NCAP <b>★★★★★</b>							Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200						
DRIVER POWER POS: 49th													
2.0 (145) SE	<b>D</b>	51.4	9.5	129	18	£19595	<b>E-Class</b> - 4879x1854mm, EURO-NCAP <b>★★★★★</b>						
2.0 (165) Sport	<b>E</b>	47.9	9.1	135	19	£23495	DRIVER POWER POS: 51st						
2.0 (190) SE	<b>B</b>	68.9	9.0	105	21	£22095	2.1 auto E 220 BlueTEC AMG Night	<b>D</b>	57.7	8.3	128	39	£37565
2.2D (150) Sport	<b>B</b>	68.9	9.0	105	21	£25295	2.1 auto E 220 BlueTEC SE	<b>D</b>	64.2	8.3	117	41	£34870
2.2D (175) Sport	<b>C</b>	62.8	7.8	119	23	£26295	2.0 auto E 250 AMG Night Edition	<b>F</b>	46.3	7.4	142	41	£38785
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.0 (20), Fastback: same price as 5dr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)							2.0 auto E 250 SE	<b>E</b>	47.9	7.4	138	41	£36070
<b>CX-5</b> - 4275x1785mm, EURO-NCAP <b>★★★★★</b>							2.1 auto E 250 CDI AMG Night Ed	<b>E</b>	55.4	7.5	134	43	£40245
DRIVER POWER POS: N/A							2.1 auto E 250 CDI SE	<b>D</b>	57.7	7.5	129	41	£37420
2.0 (120) 2WD SE	<b>E</b>	47.9	9.0	137	17	£17995	2.1 auto E 300 B-TEC Hybrid AMG N	<b>B</b>	67.3	7.5	110	45	£43175
2.0 (120) 2WD SE-L	<b>E</b>	47.9	9.0	137	17	£18995	2.1 auto E 300 BlueTEC AMG Night	<b>D</b>	64.2	8.3	116	44	£40480
2.0 (120) 2WD Sport Nav	<b>E</b>	47.9	9.0	137	17	£20495	3.0 auto E 350 BlueTEC AMG N	<b>E</b>	53.3	6.4	139	46	£42010
2.0 (120) 2WD Sport Nav	<b>F</b>	44.1	8.7	150	19	£22495	5.5 V8T MCT 63 AMG S	<b>L</b>	28.8	4.2	230	47	£74725
1.5D (105) SE	<b>B</b>	70.6	10.1	105	15	£18995	5.5 V8T MCT 63 AMG S	<b>L</b>	28.5	4.1	232	49	£84740
1.5D (105) SE-L	<b>B</b>	70.6	10.1	105	15	£20895	Auto: add £1500 to Sport Nav Diesel						
1.5D (105) Sport Nav	<b>B</b>	70.6	10.1	105	15	£21895							
Auto: add £1200 to 1.20 (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel													
<b>CX-5</b> - 4540x1840mm, EURO-NCAP <b>★★★★★</b>							<b>Citan</b> - 4321-4705x1829mm, EURO-NCAP <b>★★★★★</b>						
DRIVER POWER POS: 64th							DRIVER POWER POS: N/A						
2.0 (165) SE-L	<b>E</b>	47.1	9.2	139	17	£21995	1.5 106 CDI Travelliner Long	<b>C</b>	65.7	9.1	112	7	£19948
2.0 (165) Sport	<b>E</b>	47.1	9.2	139	18	£23995	1.5 109 CDI Travelliner Long	<b>C</b>	65.7	9.1	112	9	£20284
2.2D (150) SE-L	<b>C</b>	61.4	9.2	119	20	£23295	1.5 111 CDI Travelliner Long	<b>D</b>	64.2	9.1	123	14	£22102
2.2D (150) SE-L Lux	<b>C</b>	61.4	9.2	119	20	£24695	1.2 112 Travelliner	<b>E</b>	46.3	9.1	140	12	£19666
2.2D (150) Sport	<b>C</b>	61.4	9.2	119	21	£25095	Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI						
2.2D (175) Sport 4WD	<b>E</b>	54.3	8.6	138	23	£27995							
Auto: add £1300 to 1.20 (120) petrol, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L													
<b>MX-5</b> - 3890x1730mm, EURO-NCAP N/A	</												

ECO band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>GLE-Class</b> - 4819x1935mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
2.1 auto GLE 250 d 4MATIC Sport	<b>G</b> 47.9	8.6	155	41	<b>E49280</b>
3.0 auto GLE 350 d 4MATIC AMG Line	<b>I</b> 42.8	7.1	179	45	<b>E56280</b>
3.0 auto GLE 500 4M AMG Line	<b>A</b> 76.4	5.3	84	49	<b>E56280</b>
5.5 V8T auto 4MATIC AMG GL 63 5 M	<b>M</b> 23.9	4.2	276	50	<b>E9405</b>
AMG Line, add £2400 to Sport, designo Line: add £9295 to AMG Line (not 250 d)					
<b>GLE-Class Coupe</b> - 4900x2030mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
3.0 aut GLE 350 CDI 4M AMG U	<b>J</b> 39.2	7.0	187	45	<b>E60680</b>
3.0 auto GLE 450 4M AMG Line	<b>K</b> 31.7	5.7	209	47	<b>E62680</b>
5.5 V8T auto 4M AMG GL 63 5 M	<b>M</b> 23.7	4.2	278	50	<b>E96555</b>
designo Line: add £9295 to AMG Line					
<b>GL-Class</b> - 5141x1982mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
3.0 aut GL 350 3.0T AMG 5pt K	<b>K</b> 35.3	7.9	209	49	<b>E61655</b>
5.5 V8T auto 4M GL 63 AMG	<b>M</b> 23.0	4.9	286	50	<b>E94735</b>
<b>G-Class</b> - 4763x1855mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
3.0 auto G 350 d 4MATIC	<b>M</b> 25.2	9.1	295	50	<b>E87795</b>
5.5 V8T auto AMG G 63 4MATIC	<b>M</b> 20.5	5.4	322	50	<b>E131675</b>
<b>E-Class Coupe</b> - 4698x1786mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> E1st					
2.1 auto E 200 AMG Line	<b>E</b> 47.1	7.8	140	41	<b>E8635</b>
2.1 auto E 220 BlueTEC AMG Line	<b>D</b> 57.7	8.3	129	40	<b>E39310</b>
3.0 auto E 250 CDI AMG Line	<b>D</b> 57.7	7.3	129	44	<b>E40930</b>
2.0 auto E 400 BlueTEC AMG Line	<b>E</b> 54.3	6.2	136	47	<b>E42625</b>
3.0 auto E 400 AMG Line	<b>G</b> 40.9	5.2	161	46	<b>E46425</b>
E-Class Cabriolet: add £370-£3900					
<b>S-Class Coupe</b> - 4698x1786mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
4.6 auto S 500 AMG Line	<b>K</b> 49.6	4.6	219	50	<b>E96195</b>
5.5 V8T auto AMG S 63	<b>L</b> 47.1	4.2	237	50	<b>E125605</b>
6.0 V12T auto AMG S 65	<b>M</b> 37.2	4.1	279	50	<b>E183075</b>
<b>SLK-Class</b> - 4134x1810mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
2.0 SLK 200 AMG Sport	<b>G</b> 43.5	7.0	150	43	<b>E34715</b>
2.1 auto SLK 250 d	<b>C</b> 70.6	6.6	114	45	<b>E30202</b>
2.1 auto SLK 250 d AMG Sport	<b>C</b> 70.6	6.6	114	45	<b>E70202</b>
3.5 auto SLK 300 AMG Sport	<b>E</b> 47.1	5.8	138	45	<b>E38545</b>
5.5 V8 AMG SL 55	<b>J</b> 33.6	4.6	195	50	<b>E55350</b>
Auto: add £1505 to SLK 200					
<b>SL-Class</b> - 4617x1877mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
3.0 V6T auto SL 400 AMG Sport	<b>I</b> 36.7	5.2	179	50	<b>E73575</b>
4.7 auto SL 500 AMG Sport	<b>K</b> 31.0	4.6	212	50	<b>E81310</b>
5.5 V8T auto AMG SL 63	<b>L</b> 28.0	4.2	234	50	<b>E14185</b>
6.0 V12T auto AMG SL 65	<b>M</b> 24.4	4.0	279	50	<b>E173360</b>
Mille Miglia 4173: add £11760 to SL400, add £12205 to SL500					
<b>AMG GT</b> - 4546x1939mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
4.0 V8T (462) DCT AMG GT	<b>K</b> 30.4	4.0	216	50	<b>E97200</b>
4.0 V8T (510) DCT AMG GT S	<b>K</b> 30.1	3.8	219	50	<b>E10500</b>
<b>MG</b> www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46 Warranty: 3 years/unlimited miles					
MG3 - 4018x1729mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 10th					
1.5 (106) 3 Time	<b>E</b> 48.7	10.4	136	4	<b>E8399</b>
1.5 (106) 3 Form	<b>E</b> 48.7	10.4	136	4	<b>E9299</b>
1.5 (106) 3 Form Sport	<b>E</b> 48.7	10.4	136	4	<b>E9549</b>
1.5 (106) 3 Style	<b>E</b> 48.7	10.4	136	4	<b>E9999</b>
<b>MG6</b> - 4651x1827mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 28th					
1.9 DT-TECH 5 Sd	<b>C</b> 61.4	8.4	119	17	<b>E13995</b>
1.9 DT-TECH 5 Sd	<b>C</b> 61.4	8.4	119	17	<b>E16195</b>
1.9 DT-TECH 5L Sd	<b>C</b> 61.4	8.4	119	17	<b>E17995</b>
<b>MINI</b> www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148 Warranty: 3 years/unlimited miles					
MINI 3821-3850x1727mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 9th					
1.2 One	<b>B</b> 61.4	9.9	108	20	<b>E13750</b>
1.2 One D	<b>A</b> 83.1	11.0	89	20	<b>E14890</b>
1.5 Cooper	<b>B</b> 52.0	7.9	105	20	<b>E15300</b>
1.5 Cooper D	<b>A</b> 74.0	9.2	92	17	<b>E16450</b>
2.0 Cooper S	<b>E</b> 49.0	6.8	138	28	<b>E18655</b>
2.0 Cooper SD	<b>B</b> 68.9	7.4	106	23	<b>E19450</b>
2.0 John Cooper Works	<b>G</b> 42.2	6.3	155	29	<b>E23050</b>
Auto: add £1270 to One, Cooper D, Cooper SD: add £1500 to Cooper S, add £1330 to JCW, Sd: add £600 (not One/One D/CW)					
<b>Clubman</b> - 4253x1800mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.5 Cooper	<b>C</b> 55.4	9.1	118	18	<b>E17850</b>
2.0T Cooper S	<b>F</b> 45.6	7.2	144	N/A	<b>E22755</b>
2.0 Cooper D	<b>B</b> 68.9	8.6	109	N/A	<b>E2265</b>
<b>Convertible</b> - 3723x1683mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 145th					
1.6 Cooper	<b>E</b> 49.6	11.1	133	18	<b>E17850</b>
1.6 Cooper D	<b>B</b> 70.6	10.3	105	19	<b>E18910</b>
1.6T Cooper S	<b>E</b> 47.1	7.3	139	32	<b>E21050</b>
<b>MINI</b> 3821-3850x1727mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 9th					
1.2 One	<b>B</b> 61.4	9.9	108	20	<b>E13750</b>
1.2 One D	<b>A</b> 83.1	11.0	89	20	<b>E14890</b>
1.5 Cooper	<b>B</b> 52.0	7.9	105	20	<b>E15300</b>
1.5 Cooper D	<b>A</b> 74.0	9.2	92	17	<b>E16450</b>
2.0 Cooper S	<b>E</b> 49.0	6.8	138	28	<b>E18655</b>
2.0 Cooper SD	<b>B</b> 68.9	7.4	106	23	<b>E19450</b>
2.0 John Cooper Works	<b>G</b> 42.2	6.3	155	29	<b>E23050</b>
Auto: add £1270 to One, Cooper D, Cooper SD: add £1500 to Cooper S, add £1330 to JCW, Sd: add £600 (not One/One D/CW)					
<b>ROADSTER</b> - 4010x1630-1751mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.6 4/4	<b>F</b> 44.1	8.0	143	N/A	<b>E33075</b>
2.0 Plus 4	<b>G</b> 40.4	7.5	162	N/A	<b>E36285</b>
3.7 Roadster	<b>L</b> 28.8	5.5	230	N/A	<b>E45900</b>
4.8 Plus 8	<b>M</b> 23.0	4.5	282	N/A	<b>E85200</b>
4 Seater: add £9420 to 2.0 Plus 4 or £100 to 3.7 Roadster					
<b>Aero</b> - 4147x1751mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.6 Cooper	<b>E</b> 49.6	11.1	133	18	<b>E17850</b>
1.6 Cooper D	<b>B</b> 70.6	10.3	105	19	<b>E18910</b>
1.6T Cooper S	<b>E</b> 47.1	7.3	139	32	<b>E21050</b>

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>1.6T John Cooper Works</b>					
<b>H</b>	41.5	6.9	169	36	<b>E25295</b>
<b>E</b>	49.6	11.3	133	14	<b>E16420</b>
<b>C</b>	62.8	8.7	118	23	<b>E21730</b>
<b>Paceman</b> - 4110x1789mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.6 Cooper	<b>E</b> 47.1	10.4	140	16	<b>E18980</b>
1.6 Cooper D	<b>C</b> 64.2	10.8	115	15	<b>E20210</b>
1.6 Cooper S	<b>F</b> 46.3	7.5	143	30	<b>E22350</b>
2.0 Cooper SD	<b>D</b> 61.4	9.2	122	20	<b>E2370</b>
1.6T ALL4 John Cooper Works	<b>H</b> 38.2	6.9	172	33	<b>E29440</b>
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, £1425 to Cooper S or £1220 to Cooper SD					
<b>Countryman</b> - 4097x1789mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 113th					
1.6 Cooper	<b>E</b> 47.0	10.5	140	16	<b>E18510</b>
1.6 Cooper D	<b>C</b> 64.0	10.9	115	16	<b>E19740</b>
1.6T ALL4 Cooper S	<b>F</b> 46.0	7.6	143	30	<b>E21890</b>
1.6 Cooper SD	<b>D</b> 61.0	9.2	122	20	<b>E2370</b>
1.6T ALL4 John Cooper Works	<b>H</b> 38.2	6.9	172	33	<b>E28670</b>
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, £1425 to Cooper S or £1220 to Cooper SD					
<b>MINI</b> - 5141x1982mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A					
1.6 Cooper	<b>D</b> 52.0	9.0	127	17	<b>E16840</b>
1.6 Cooper D	<b>G</b> 40.0	6.4	165	36	<b>E24010</b>
2.0 Cooper SD	<b>C</b> 66.0	7.9	114	22	<b>E20710</b>
Auto: add £1085 to Cooper, add £1145 to Cooper SD					
<b>Coupe</b> - 3728x1683mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> N/A					
1.6 Cooper	<b>D</b> 52.0	9.0	127	17	<b>E16840</b>
1.6 Cooper D	<b>G</b> 40.0	6.4	165	36	<b>E24010</b>
2.0 Cooper SD	<b>C</b> 66.0	7.9	114	22	<b>E20710</b>
Auto: add £1085 to Cooper, add £1145 to Cooper SD					
<b>ROADSTER</b> - 3728x1683mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 145th					
1.6 Cooper	<b>D</b> 52.0	9.0	127	17	<b>E16840</b>
1.6 Cooper D	<b>G</b> 40.0	6.4	165	36	<b>E24010</b>
2.0 Cooper SD	<b>C</b> 66.0	7.9	114	22	<b>E20710</b>
Auto: add £1085 to Cooper, add £1145 to Cooper SD					
<b>Roadster</b> - 3728x1683mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> N/A					
1.6 Cooper	<b>D</b> 52.0	9.0	127	17	<b>E16840</b>
1.6 Cooper D	<b>G</b> 40.0	6.4	165	36	<b>E24010</b>
2.0 Cooper SD	<b>C</b> 66.0	7.9	114	22	<b>E20710</b>
Auto: add £1085 to Cooper, add £1145 to Cooper SD					
<b>Outlander</b> - 4655x1800mm, <b>EURO-NCAP</b> ★★★★ <b>DRIVER POWER POS:</b> 66th					
2.2 Di-D GX2	<b>E</b> 53.3	10.2	138	22	<b>E23984</b>
2.2 Di-D GX3	<b>E</b> 53.3	10.2	140	23	<b>E26784</b>
2.2 Di-D GX4	<b>E</b> 53.3	10.2	140	24	<b>E30684</b>
2.2 Di-D Auto GX4s	<b>G</b> 48.7				



		Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.7 V12 auto Phantom	<b>M</b>	19.1	5.7	347	N/A	29655	
6.7 V12 auto Phantom Coupe	<b>M</b>	19.1	5.6	347	N/A	28335	
6.7 V12 auto Phantom DHC	<b>M</b>	19.1	5.6	347	N/A	29985	
6.7 V12 auto Phantom EWB	<b>M</b>	18.9	5.8	349	N/A	30425	

## SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles
Mii - 3540x1641mm, <b>Euro-NCAP</b> ★★★★
DRIVER POWER POS: N/A
1.0 12v (60) 3dr <b>B</b> 62.8 14.4 105 1 £8195
1.0 12v (60) S/C 3dr <b>B</b> 62.8 14.4 105 1 £8705
1.0 12v (60) Ecomotive 3dr <b>A</b> 68.9 14.4 96 1 £9530
1.0 12v (60) SE 3dr <b>B</b> 62.8 14.4 105 1 £9630
1.0 12v (60) i-TECH 3dr <b>B</b> 62.8 14.4 105 3 £9985
1.0 12v (75) Sport 3dr <b>B</b> 60.1 13.2 108 2 £10360
1.0 12v (75) by MANGO 3dr <b>B</b> 60.1 13.2 108 2 £10995
Auto: add £1130 to SE, SEi: add £350

Ibiza - 4031x1693mm, **Euro-NCAP** ★★★★

DRIVER POWER POS: 169th
1.2 12v (70) S/C 3dr <b>D</b> 52.3 13.9 125 5 £11410
1.2 TDI 5 A/C 3dr <b>B</b> 72.4 13.9 102 7 £13305
1.2 TDI 5 Ecomotive 3dr <b>A</b> 80.7 13.9 92 7 £13830
1.4 16v SC 3dr <b>E</b> 47.9 11.8 139 8 £12545
1.4 16v Toca 3dr <b>E</b> 47.9 11.8 139 11 £12870
1.4 16v 30 Years 3dr <b>E</b> 47.9 11.8 139 12 £12870
1.2 TSI DSG SE SC 3dr <b>D</b> 53.3 9.7 124 12 £14185
1.2 TDI SE Ecomotive SC 3dr <b>A</b> 80.7 13.9 92 7 £14360
1.6 TDI SE SC 3dr <b>C</b> 65.7 10.5 112 14 £14910
1.2 TSI i-TECH SC 3dr <b>C</b> 55.4 9.8 119 15 £13790
1.2 TSI FR SC 3dr <b>C</b> 55.4 9.8 119 12 £14190
1.4 TSI ACT FR SC 3dr <b>B</b> 60.1 7.8 109 12 £15495
1.6 TDI FR SC 3dr <b>C</b> 65.7 10.5 112 14 £15910
2.0 TDI FR SC 3dr <b>D</b> 60.1 8.2 123 22 £17085
1.4 TSI DSG Cupra SC 3dr <b>E</b> 47.9 11.8 139 22 £18980
DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, 5T: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, **Euro-NCAP** ★★★★

DRIVER POWER POS: N/A
1.2 TSI (85) <b>C</b> 55.4 11.8 119 10 £14265
1.2 TSI (105) <b>C</b> 56.5 10.4 116 13 £15295
1.2 TSI (105) i-TECH <b>C</b> 56.5 10.4 116 15 £17105
1.4 TSI (122) DSG SE Nav <b>F</b> 45.6 9.5 146 17 £17965
1.6 TDI (105) Ecomotive 5 <b>B</b> 72.4 10.6 104 15 £17150
1.6 TDI (105) Ecomotive i-TECH <b>B</b> 72.4 10.6 104 15 £18870
5T: Nav: add £1200 to 5 (not 1.2 TSI (85))

Leon - 4263x1784mm, **Euro-NCAP** ★★★★

DRIVER POWER POS: 4th
1.2 TSI 5dr <b>C</b> 57.6 9.9 114 12 £16115
1.6 TDI 5dr <b>A</b> 74.3 10.7 99 13 £17615
2.0 TSI SE 5dr <b>C</b> 57.6 9.9 114 13 £17235
1.4 TSI SE 5dr <b>C</b> 54.3 8.2 119 17 £17835
1.6 TDI (105) SE 5dr <b>A</b> 74.3 10.7 99 13 £18935
1.6 TDI (110) Ecomotive SE 5dr <b>A</b> 85.6 10.7 87 14 £19925
2.0 TDI (150) SE 5dr <b>B</b> 68.9 8.4 106 19 £20285
1.4 TSI ACT FR 5dr <b>B</b> 54.3 8.0 109 20 £20000
1.8 TSI FR 5dr <b>E</b> 47.1 7.5 139 25 £20775
2.0 TDI (150) FR 5dr <b>B</b> 68.9 8.4 106 20 £18330
2.0 TDI (150) FR 5dr <b>C</b> 65.7 7.5 112 26 £22820
2.0 TSI (265) Cupra SC 3dr <b>F</b> 44.1 5.9 148 26 £25960
2.0 TSI (280) Cupra 5dr <b>F</b> 44.1 5.8 148 26 £27510
2.0 TDI (150) X-PERFORMANCE SE <b>D</b> 57.6 8.7 121 19 £14365
2.0 TDI (184) DSG X-PERFORMANCE Tech <b>E</b> 55.4 7.1 133 23 £23870
DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr, Leon ST: add £285

Alhambra - 4854x1904mm, **Euro-NCAP** ★★★★

DRIVER POWER POS: N/A
2.0 TDI (140) Ecomotive 5 <b>F</b> 50.0 10.9 146 18 £25630
2.0 TDI (140) i-TECH <b>F</b> 50.0 10.9 146 18 £28630
2.0 TDI (177) SE Lux <b>F</b> 49.0 9.5 158 21 £32420
DSG: add £1285, SE: add £1875 to 5, SE Lux: add £5315 to 5

## SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles
Citigo - 353x1641mm, <b>Euro-NCAP</b> ★★★★
DRIVER POWER POS: 31st
1.0 MPI (60) 3dr <b>B</b> 62.8 14.4 105 1 £8275
1.0 MPI (60) SE 3dr <b>B</b> 62.8 14.4 105 1 £9135
1.0 MPI (60) Monte Carlo 3dr <b>B</b> 62.8 14.4 105 1 £10670
1.0 MPI (75) SE 3dr <b>A</b> 67.3 13.2 98 2 £10465
AS6 auto: add £305 to SE and SE L (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia - 3992x1732mm, **Euro-NCAP** ★★★★

DRIVER POWER POS: N/A
1.0 MPI (60) <b>B</b> 60.1 15.7 106 2 £10600
1.0 MPI (75) <b>B</b> 58.8 14.7 108 4 £14460
1.2 TSI (110) DSG 5 <b>B</b> 60.1 9.4 109 13 £17470
1.4 TDI (90) <b>A</b> 83.1 11.1 88 12 £14090
1.0 MPI (75) SE <b>B</b> 58.8 14.7 108 5 £12760
1.2 TSI (90) SE <b>B</b> 60.1 10.7 107 10 £13980
1.2 TSI (110) SE <b>B</b> 58.8 9.4 110 14 £14048
1.4 TDI (90) SE <b>A</b> 83.1 11.1 88 12 £15390
1.4 TDI (105) L <b>A</b> 80.7 10.1 90 14 £16840
Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1706mm, **Euro-NCAP** ★★★★

DRIVER POWER POS: 25th
1.2 (90) <b>B</b> 60.1 11.3 107 13 £14400
1.2 (90) SE <b>B</b> 60.1 11.3 107 13 £15375
1.2 TSI (110) SE <b>B</b> 57.7 9.8 110 17 £16115
1.2 TSI (110) Sport <b>B</b> 57.7 9.8 110 17 £16165
1.4 TSI (125) DSG SE <b>C</b> 58.9 9.0 114 19 £17710
1.4 TDI (90) S <b>A</b> 78.5 11.7 94 14 £16280
1.6 TDI (115) S <b>B</b> 67.3 10.0 109 17 £17160
1.4 TDI (90) SE <b>A</b> 78.5 11.7 94 14 £17255
1.6 TDI (115) SE <b>B</b> 67.3 10.0 109 17 £18135
Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
Octavia - 4659x1814mm, <b>Euro-NCAP</b> ★★★★						
DRIVER POWER POS: 11th						
1.2 TSI (110) S <b>C</b> 57.7 10.2 114 13 £16285						
1.6 TDI (110) S <b>A</b> 74.3 10.6 99 13 £18300						
1.2 TSI (110) SE <b>C</b> 57.7 10.2 118 18 £17635						
1.4 TSI (150) SE <b>C</b> 55.4 8.1 118 17 £18810						
1.6 TDI (110) SE <b>A</b> 70.6 8.4 106 15 £20535						
1.4 TSI (140) SE L <b>C</b> 55.4 8.1 118 19 £20510						
1.6 TDI (110) SE L <b>A</b> 74.3 10.6 99 14 £21350						
2.0 TDI (150) SE L <b>B</b> 70.6 8.4 106 20 £22235						
1.8 TSI (110) Laurin & Klement <b>E</b> 47.9 7.3 135 25 £26465						
2.0 TDI (150) Laurin & Klement <b>E</b> 70.6 8.4 106 22 £26465						
1.6 TDI (110) GreenLine III <b>A</b> 80.7 10.6 90 15 £20225						
2.0 TDI (184) VRS <b>C</b> 64.2 8.1 115 26 £24075						
2.0 TSI (220) vRS <b>F</b> 45.6 8.8 142 29 £23830						
2.0 TDI (150) DSG 4x4 Scout <b>D</b> 58.9 9.1 125 19 £25405						
2.0 TDI (150) DSG 4x4 Scout <b>D</b> 56.5 8.7 129 22 £28200						
DSG: add £1250 to 1.2 TSI FR, 5dr: add £1200, SE: add £1200 to 2.0 TDI (150) (not SE Business); same price as 1.6 TDI and 2.0 TDI engines only						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
DRIVER POWER POS: 11th						
Octavia - 4659x1814mm, <b>Euro-NCAP</b> ★★★★						
DRIVER POWER POS: 11th						
1.2 TSI (110) S <b>C</b> 57.7 10.2 114 13 £16285						
1.6 TDI (110) S <b>A</b> 74.3 10.6 99 13 £18300						
1.2 TSI (110) SE <b>C</b> 57.7 10.2 118 18 £17635						
1.4 TSI (150) SE <b>C</b> 55.4 8.1 118 17 £18810						
1.6 TDI (110) SE <b>A</b> 70.6 8.4 106 15 £20535						
1.4 TSI (140) SE L <b>C</b> 55.4 8.1 118 19 £20510						
1.6 TDI (110) SE L <b>A</b> 74.3 10.6 99 14 £21350						
2.0 TDI (150) SE L <b>B</b> 70.6 8.4 106 20 £22235						
1.8 TSI (110) Laurin & Klement <b>E</b> 47.9 7.3 135 25 £26465						
2.0 TDI (150) Laurin & Klement <b>E</b> 70.6 8.4 106 22 £26465						
1.6 TDI (110) GreenLine III <b>A</b> 80.7 10.6 90 15 £20225						
2.0 TDI (184) VRS <b>C</b> 64.2 8.1 115 26 £24075						
2.0 TSI (220) vRS <b>F</b> 45.6 8.8 142 29 £23830						
2.0 TDI (150) DSG 4x4 Scout <b>D</b> 58.9 9.1 125 19 £25405						
2.0 TDI (150) DSG 4x4 Scout <b>D</b> 56.5 8.7 129 22 £28200						
DSG: add £1250 to 1.2 TSI FR, 5dr: add £1200, SE: add £1200 to 2.0 TDI (150) (not SE Business); same price as 1.6 TDI and 2.0 TDI engines only						

<table border="1





# F1 calendar grows to 21 races

## ■ Most races ever in a season

## ■ Grosjean confirmed at Haas



Stephen Errity

Stephen\_Errity@dennis.co.uk

**AE** FORMULA One will feature a record 21 rounds in 2016, after the proposed calendar for next season was approved by governing body the FIA at a meeting of its World Motorsport Council last week.

The final version of the calendar sees the Australian Grand Prix moved to 20 March from its original planned date of 3 April.

Seven other races have had their date changed, including the Hungarian Grand Prix, which has been brought forward to meet teams' requests for a three-week break for their hard-worked staff.

The other notable change is a shift to 19 June for the new European Grand Prix in Baku, Azerbaijan – meaning it now clashes with the Le Mans 24 Hours.

This prevents Force India driver Nico Hulkenberg defending his 2015 Le Mans win with Porsche and puts paid to any other F1 drivers attempting to emulate his feat.

The German Grand Prix is back on the calendar after a year out, while the British Grand Prix at Silverstone will take place on 10 July – the same weekend as the finals of Wimbledon. The season will conclude in Abu Dhabi at the end of November.

Also confirmed by the World Council was a calendar for the second season of the FIA Formula E electric racing series – including a return to London on 2-3 July.

Elsewhere, Swiss-based Frenchman Romain Grosjean is the first confirmed driver at new American-owned team Haas.

Grosjean, who's raced for Lotus for the last four seasons, said: "What everyone at Haas F1 Team is building is impressive and

Nico Hulkenberg (right) won't be repeating his Le Mans 24 win in 2016



I'm very proud to be a part of it. While I'm committed to giving my absolute best to my current team in the last five races, I'm very excited for what the future holds at Haas."

Team owner Gene Haas added: "This is part of our long-term strategy. We wanted an experienced driver to lead our team into the 2016 season. Romain was one of several candidates, he has been in

## F1'S BIGGEST EVER SEASON

20 March **Australia**  
 3 April **Bahrain**  
 17 April **China**  
 1 May **Russia**  
 15 May **Spain**  
 29 May **Monaco**  
 12 June **Canada**  
 19 June **Europe (Baku)**  
 3 July **Austria**  
 10 July **Britain**  
 24 July **Hungary**  
 31 July **Germany**  
 28 August **Belgium**  
 4 September **Italy**  
 18 September **Singapore**  
 2 October **Malaysia**  
 9 October **Japan**  
 23 October **USA**  
 6 November **Mexico**  
 13 November **Brazil**  
 27 November **Abu Dhabi**

F1 for many years and been excellent for Lotus... he is our lead driver."

The second Haas seat is expected to be filled by one of Ferrari's current reserve drivers – either Esteban Gutierrez or Jean-Eric Vergne – as the squad has a technical partnership with the Italian outfit.

This weekend, F1 makes its second visit to Sochi for the Russian Grand Prix.

**"What everyone at Haas F1 Team is building is impressive, and I'm proud to be a part of it... I'm excited for the future"**

**ROMAIN GROSJEAN** Haas F1 lead driver for 2016

## No Nissan WEC return until 2016

NISSAN'S radical front-wheel-drive racer will not return to the FIA World Endurance Championship until the 2016 season.

After a disappointing Le Mans, the brand decided to undertake a test programme with the GT-R LM before coming back. It now says the car won't appear again until at least the first round of the 2016 WEC.

Nissan has also recruited a new team principal, experienced engineer Michael Carcamo, who's set to work alongside the GT-R LM's original designer Ben Bowlby.

"Ben had his hands full managing the design and build along with the race and test operation," explained Carcamo.

"That's a lot to ask anyone, so we've added resources and infrastructure to the programme to bring it to the next level."



**NEW BLOOD**  
 Experienced race engineer Carcamo has become Nissan team principal



## Peugeot signs Loeb for Dakar

SEBASTIEN Loeb is to join former Citroen team-mate Carlos Sainz for Peugeot's assault on the Dakar Rally in January.

The nine-time World Rally Champion was announced as part of the French squad's four-strong driver line-up last week – alongside the returning Sainz, Cyril Despres and Stephane Peterhansel.

"I've been interested in all types of different motorsports and Dakar is one of them," said Loeb. "I think it's a great challenge to compete in the desert."

"The Dakar is completely different from the World Touring Car racing that I'm doing with Citroen at the moment."

"It's another approach to racing entirely, but I'll discover that in January."



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**#COACHEFFECT**

**AE** I ALWAYS have, and probably always will, like Volkswagens. As a 17-year-old, my first car was an air-cooled Beetle. Over the past three decades I've driven over 100 VW-badged production cars and prototypes. Today, my modest car collection includes three VWs – one new, one old, one ancient.

Despite my fondness for the brand, in this magazine in March 2014 I warned of serious problems with the MPG/emissions/range claims of some Volkswagen vehicles – particularly diesels. I reported that on a gentle, traffic-free, daytime run to Geneva in perfect conditions and in one hit (i.e. no cold engine drawbacks), the Golf 1.6 I was driving drank 30 per cent more derv than it should have, according to official figures.

For obvious reasons I blamed the manufacturer. But I also pointed the finger of accusation at lazy legislators. It's these couldn't-give-a-toss politicians and idle prosecutors who've turned a blind eye and enabled Volkswagen, plus other manufacturers, to short-change consumers.

With this in mind, my question in this mag back in 2014 was: "Shouldn't there be a law against this sort of thing?" After all, fictitious fuel consumption figures inevitably result in greater-than-predicted expenditure on fuel, higher-than-promised levels of emissions and lower-than-claimed driving distances per tank of diesel... or petrol.

What we're talking about here is not just a VW problem. It is, on a global scale, an industry problem. There are countless fiddles and lies surrounding the real-world capabilities of diesel, petrol and 100 per cent-electric cars... plus taxis, vans, trucks, coaches, buses, motorcycles.

With all this in mind, let's tear up the current, tired, flawed and discredited 'system' of testing vehicle MPG/emissions/range. And let's replace it with one that allows UK PLC to recruit trained, accredited, wholly independent senior engineers who'd carry out daily spot checks at new car dealerships. They'll require cop-like powers to temporarily seize new vehicles – which would then be subjected to 60-minute, cold-start, real-world road tests that'd be fiddle-free. Such tests would result in a new breed of no-nonsense official figures.

Incidentally, if any of these specialist engineers are somehow 'bought' and attempt to fiddle the numbers, they'll be charged with perverting the course of justice – a crime that carries a mandatory jail sentence.

**Do you agree with Mike?**

Have your say at [facebook.com/autoexpress](http://facebook.com/autoexpress)

  @The\_Rutherford



**Mike Rutherford**

**Motoring's most outspoken and opinionated columnist sounds off**

**It's these couldn't-give-a-toss politicians who've turned a blind eye and let Volkswagen short-change consumers**

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■ **TESTED**

**122 NEW CARS FOR 2016**

**Our indispensable guide to the best new cars coming to you next year... and beyond**



■ **TESTED**



**New 500 vs Adam**

Revamped Fiat takes on Vauxhall favourite in head-to-head of trendsetting superminis

■ **SPECIAL REPORT**



**Mighty McLaren**

Our Best of British series continues with a look at the firm taking the fight to Ferrari

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# #BringItOn



WINTER SPORT 5



Winter's worst is no match for Dunlop's best. The new Winter Sport 5 has been 'Recommended' by Auto Express in its 2015 winter tyre test. Featuring advanced tyre technology, it delivers better wet braking, improved aquaplaning defence and supreme grip on slippery surfaces. So whatever this winter brings, we say #BringItOn



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Available on Solutions Personal Contract Plan, 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of up to 7.2p per mile apply. Offer available when ordered by 31st December 2015 from participating Dealers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [10/2015]. Freepost SEAT Finance. Model shown is a SEAT Leon 5DR SE 1.2TSI 110PS.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO<sub>2</sub> emissions 156 – 89 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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